PUBLIC WORKS DEPARTMENT

PROCEEDINGS OF GOVT.

OF

FORT SAINT GEORGE,

FOR THE MONTH OF AUGUST

1859.

PROCEEDINGS

OF THE

MADRAS GOVERNMENT

IN THE

PUBLIC WORKS DEPARTMENT,

FROM

30TH JULY TO 26TH AUGUST

1859.

PRINTED BY AUTHORITY.

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1859.

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113	Pro. Finl. Railway Dept., No 423.	5th Augt ...	Letter from the Govt. of India to Home Govt. on Railways in the Mahratta country, comtd. to the Bd. of Rev., the Ch. Engr., & Col. A. Cotton... ...	Ibid.
114	Order, No. 1942... ...	12th ,,		
115	Dy. Ch. Engr., No. 3755.	11th Augt ...	States that est. for converting Homes' gardens into a kucheri, will be submitted in due course...	91 & 92
116	Order, No. 1943... ...	12th ,,		
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118	Order, No. 1944... ...	12th ,,		
119	Pro. Mily. Dept., No. 2839.	10th Augt ...	Respectg. preparation of annual indent for supplies of stores and machinery for the D. P. W...	Ibid.
120	Order, No. 1945... ...	12th ,,		

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34	Order, No. 2014... ...	22nd ,,		
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46	Order, No. 2020... ...	23rd ,,		
47	Pro. Rev. Dept., No. 1123.	20th Augt ...	Respecting volunteers in public offices, comtd. to Ch. Engr.	Ibid
48	Order, No. 2021... ...	23rd ,,		
49	Pro. Judl. Dept., No. 1105.	18th Augt ...	Sancg. Rs. 2,830 for new Police cutcherry at Vizagapatam, comtd. to Ch. Engr......	Ibid
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PUBLIC WORKS DEPARTMENT,

PROCEEDINGS OF THE MADRAS GOVERNMENT,

From 30th July to 5th August 1859.

MEETING OF COUNCIL, FRIDAY 5TH AUGUST 1859.

Present.

THE HONORABLE SIR C. E. TREVELYAN, K. C. B.,
GOVERNOR AND PRESIDENT,

HIS EXCELLENCY LIEUT. GENERAL SIR P. GRANT, K. C. B.,
COMMANDER-IN-CHIEF.

AND

THE HONORABLE W. A. MOREHEAD, ESQ.,

Absent.

THE HONORABLE W. ELLIOT, ESQ.,

No. 1. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer to J. D. BOURDILLON, Esq., Secretary to Government, dated 16th July 1859, No. 90.

With reference to the Proceedings of Government, No. 1671, of the 9th Instant, authorizing that the lithographing of all Circulars and Forms be entirely discontinued for the future, and to report what reduction in consequence might properly be effected, I have the honor to state, in obedience to this order, that not more than 188½ Rupees per month, may be withdrawn from the Department, as marginally particularized.

	Rs. A. P.	Rs. A. P.
1st Lithographic Writer	60 0 0	
2nd do.	50 0 0	
3rd do.	35 0 0	
		145 0 0
5th Printer	12 0 0	
6th do.	9 8 0	
		21 8 0
2 Stone Cleaners at 6 Rs. each	12 0 0	
2 Paper Wetters at 5 ,, ,,	10 0 0	
4 Ink Rubbers at 5 ,, ,,	20 0 0	
		42 0 0
Total		208 8 0
Deduct increase to the Departmental Clerk		20 0 0
Total per month credit to Government		188 8 0

2. The abolition of the lithographic writers, who occasionally assisted, will entail heavier duties on the departmental clerk, whose salary I propose to be increased from 30 to 50 Rupees.

3. S. Soobaroy, third lithographic writer (doing departmental clerk's duties) who is an unexceptionable office servant, I beg may be re-entertained without reference to the uncovenanted service examination rules, in this office, on the occurrence of a suitable vacancy.

4. The following Memorandum from the Superintendent, Mr. Dumphy, which has my entire concurrence, I beg to submit for the favorable consideration of Government.

"MEMORANDUM."

"I would take the liberty to observe, considering the present to be a fit opportunity, "that this department, with a monthly increase of about 400 Rupees, to admit of re-"arrangements, would be competent to take in the whole of the Revenue Survey Super-"intendent's lithographic work, for which a separate monthly outlay of 751 Rupees "is sanctioned. The advantages of such an amalgamation are apparent, and need no re-"commendation: they are these—that the whole of the Government lithographic drawing "work would be centralized, a measure, which I am aware is viewed favorably; that the work "itself would be done better and quicker, from the fact that this department, which is second "to none in India, is well trained and practised, and that the Revenue Survey Superintendent "has yet to commence; and that an annual saving of Rupees 4,212, would be effected."

"I would also beg to state that the drawings of the *Madras Revenue Survey*, carried on "under the Collector of Madras, and executed "by Mr. Revenue Surveyor Walker, are now "being lithographed* in this office; and "those of the Revenue Survey Superintendent, may be done in the same way."

* Extract Minutes of Consultation, No. 120, 29th January 1859, Revenue Department.

"Such an amalgamation as that proposed above, would be the means of re-employing all "those printers and pressmen, men well up in their work, which the present called for reduc-"tion in this department will throw out of employ."

5. The usual tabular statement accompanies.

No. 2. ORDER THEREON, 30th July 1859, No. 1825.

The Honorable the Governor in Council authorizes and directs the reduction from the 1st August 1859 of the establishment of the Government lithographic press to the extent proposed in the 1st para. of this letter and the increase from the same date of the salary of the Departmental clerk from Rupees 30 to Rupees 50 per mensem as suggested in the 2nd paragraph.

2. On the recommendation of Colonel Bell, His Excellency in Council is pleased to authorize the re-entertainment in the Chief Engineer's office, when practicable, without reference to the uncovenanted service examination rules, of S. Soobaroy who will be thrown out of employ by the reduction now ordered.

3. The proposition in the 4th para. will be referred to the Director of Revenue Settlement for his opinion after conferring with Captain Priestley on the subject.

(Signed) J. D. BOURDILLON,

Secretary to Government.

No. 3. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 16th July 1859, No. 2775.

Central Circle.

1	Deputy Auditor	200
1	Auditor..	70
2	Do. @ 50 Rupees each.. ...	100
1	Do.	35
		405

Southern Circle.

1	Auditor..	140
1	Do...	70
2	Do. @ 50 Rupees each ..	100
1	Do...	35
		345

Northern Circle.

1	Auditor	120
1	Do.	70
2	Do. @ 50 Rupees each.. ..	100
1	Do.	35
		325

I have the honor to report for the information of Government, that in reference to para. 3 of the order of Government, under date the 29th April last, arrangements have been made as mentioned in my letter, No. 635, dated 19th May last, to separate the book and audit department of this office, and that the latter, as noted in the margin, has been placed under the immediate orders and supervision of the Deputy Chief Engineers.

2. The duties of the three senior Auditors of circles as disposed above, are thus rendered both in extent and responsibility alike, while their salaries remain unequal. The disparity requires to be corrected, and as by Mr. Home's retirement on pension an opportunity is afforded to promote the Deputy Auditor to the superior post, I propose that the salaries of the three senior Auditors of circles may be fixed at Rupees 150 for each, and that the balance 10 Rupees remaining from the present pay of the three Auditors, may be given to one of the two Examiners of this office, whose duties are arduous, but whose salary is only Rupees 40, which I am of opinion is too small for the responsible nature of his duties.

3. The following statement will show clearly what is proposed.

Present appointment.	Salary.			Proposed appointment.	Salary.			Increase.			Decrease.		
	Rs.	A.	P.		Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Audit Department.													
Deputy Auditor	200	0	0	Senior Audr.. C. Circle.	150	0	0	0	0	0	50	0	0
1 Auditor..................	140	0	0	Do. do. Sn. Do.	150	0	0	10	0	0	0	0	0
1 Do.	120	0	0	Do. do. Nr. Do.	150	0	0	30	0	0	0	0	0
	460	0	0		450	0	0	40	0	0	50	0	0
Current Department.													
1 Examiner	40	0	0	1 Examiner	50	0	0	10	0	0	0	0	0
	500	0	0		500	0	0	50	0	0	50	0	0

4. This arrangement will cause no extra expense to the State, while by the remodelling of the salaries the three senior Auditors of circles will receive what may be considered as commensurate to the new duties and responsibility imposed on them. I have, therefore, the honor to request the approval and sanction of Government to the arrangement.

5. Mr. Home, however, having been pensioned conditionally for 12 months; the above arrangement can only be considered as temporary, and subject to confirmation on his final retirement.

6. A tabular statement in the prescribed form will be submitted if required, but I have not deemed it necessary, as the arrangement is to be only temporary, and involves no increase of charge.

No. 4. ORDER THEREON, 30th July 1859, No. 1826.

The Government approve and sanction the arrangements reported in this letter.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 5. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer, to J. D. BOURDILLON, Esq., Secretary to Government, dated 16th July 1859, No. 2777.

No. 276 dated 12th July 1859.
Mr. Stanborough.

In forwarding the accompanying original letter from the Commandant of Engineers, having reference to the prosecution of the Godavery navigation, as sanctioned by Government in their Proceedings, No. 1521, dated 21st June 1859, para. 6, I have the honor to recommend that the gentleman mentioned by him in para. 5, should be employed by Government, in the examination of the Bibberee and Wynegunga rivers, and the countries adjacent to them.

2. Colonel Cotton proposes that he should be sent first to level across from Seerpoor to the mouth of the Bibberee, and suggest a plan for opening that communication temporarily, and that he should then proceed and examine the whole line of the Wynegunga, taking the levels with the Aneroid, and afterwards from the Wynegunga to the Nerbudda.

3. Colonel Cotton considers that it is most desirable that this information should be obtained at once, that Captain Haig may be provided with it immediately on his arrival from England in September next.

	Rs.
Salary	250
Tentage at 4 Rupees per diem.	360
Total....	610

4. If Government approve of the measure, I would suggest that the gentleman mentioned above, should have a fixed sum for the service, say 3 months salary and tentage of an Assistant Engineer, equal to Rupees 610, to be defrayed from the 1 lac fund.

No. 6. ORDER THEREON, 30th July 1859, No. 1827.

The Government approve the examination of the rivers and adjacent country mentioned in the above letter, but they decline to employ Dr. Stanborough on the work. They request the Chief Engineer will select some properly qualified person for the duty, and report his name to Government.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 7. Read the following Extract from the Proceedings of the Board of Revenue, dated 7th June 1859, No. 2104.

Read letter from the Acting Collector of Cuddapah, dated 3rd May 1859, No. 59.
(In Con. 7th May 1859, No. 2048.)

In Con. 15th Oct. 1858, No. 4630.

Ordered to be submitted to Government with reference to Extract Minutes Consultation, dated 13th October 1858, D. P. W., No. 2154.

2. Under the circumstances stated by the Acting Collector, the Board do not consider the asserted rights of the self-styled descendants of the original constructor of the Mullapah tank deserving of any consideration. The tank, whatever its origin, has been in disuse for 60 years, and there is no trace of any Duswantum arrangements having ever been in operation.

(A true Extract.)

(Signed) W. HUDLESTON,
Sub Secretary.

No. 8. ORDER THEREON, 30th July 1859, No. 1828.

It appears from the Collector's report that there is no evidence whatever to shew that the Mullapah tank was ever held on Duswantum tenure, and from the time of the survey in fusly 1210 (A. D. 1800-01) at least and for some time before that, it has been breached and useless. This last circumstance would entirely vitiate the present claim, even if it were good otherwise; which it is not. The Governor in Council therefore rejects the claim of the alleged descendants of Mullapah, to any interest in the tank, or to any preferential terms for holding land under it.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Read the followings Papers.

No. 9. Proceedings of the Madras Government in the Military Department, dated 8th July 1859, No. 2423.

Estimates of Rupees 8,610 and 4,620 for constructing a European hospital and guard room at Calicut, approved for immediate execution. } (Vide Military Proceedings from 2nd to 8th July 1859, Nos. 139 at 141.)

No. 10. Memorandum from Lieutenant-Colonel R. HAMILTON, Acting Deputy Secretary to Government; to the Secretary to Government, D. P. W., dated 18th July 1859.

With reference to Memo. No. 176 dated 16th Instant, Department Public Works, the Acting Military Secretary has the honor to state that the order in the Military Department, No. 2423, dated 8th July 1859, is made emergent, in consequence of the present position of the building now occupied by the detachment* being in every respect most faulty, and *a heavy rent charged for it.*

* At Calicut.

No. 11. ORDER THEREON, 30th July 1859, No. 1829.

Ordered that the papers above recorded be communicated to the Chief Engineer for information and guidance. The estimates amounting together to Rupees (13,230) thirteen thousand, two hundred and thirty are sanctioned for execution on emergency.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 12. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 21st July 1859, No. 2940.

With reference to the orders of Government, marginally quoted, I have the honor to state that as the proposed lock at the southern end of Pooldewaukum channel would be situated between the Bars at Ennore and Pulicat, it could not in my opinion, have any useful effect, and I recommend the abandonment of that project, and the execution of the cut off proposed in my letter of the 29th March 1859, No. 9105.

No. 1300, dated 30th May 1859.
Letter No. 362, dated 11th July 1859.

No. 13. ORDER THEREON, 30th July 1859, No. 1830.

The Government authorize the abandonment of the project for constructing a lock at the southern end of the Pooldewaukum canal, included in the estimate for Rupees 72,800 sanctioned by the Government of India on the 11th July 1857; and sanction for immediate execution, the estimate of Rupees 470 forwarded with the Chief Engineer's letter of the 29th March last No. 9105, for cutting a straight canal from the Ennore backwater into the Pooldewaukum canal.

Con. 31st May 1859, Nos. 21 @ 23.

(Signed) J. D. BOURDILLON,

Secretary to Government.

No. 14. Read the following letter from the Under Secretary to the Government of India.

Sanctioning the Supplemental Estimate of Rupees 5,500 for the completion of the Commissariat godowns at Jackatalla. (Here enter 8th July 1859, No. 4587.)

No. 15. ORDER THEREON, 30th July 1859, No. 1831.

Communicated to the Chief Engineer and Military Department.

(Signed) W. C. SIM,

Ag. Dy. Secretary to Government.

No. 16. Read the following letter from J. L. LUSHINGTON, Esq., Civil Audittor; J. D. BOURDILLON, Esq., Secretary to Government, dated 23rd July 1859, No. 368.

In his letter to Government, dated 1st April 1858, the Superintending Engineer southern circle, requested that the Head of the Department "may be permitted to authorise the *District Officers* to procure and make office furniture for the use of their offices and to pass the bill for the same when transmitted to the Central office."

2. The Government, in Extract Minutes of Consultation, dated 20th April 1858, No. 734, para. 2, authorize the purchase of office furniture for the use of the *District Engineers.* I have the honor to request that you will inform me whether the above order is applicable or may be extended, to Executive and Assistant Engineers of the Public Works Department.

No. 17. ORDER THEREON, 30th July 1859, No. 1832.

The Governor in Council is of opinion that the order referred to may properly be extended so as to include Executive and Assistant Engineers; and he resolves so to extend it accordingly.

(Signed) J. D. BOURDILLON,

Secretary to Government.

No. 18. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 19th July 1859, No. 2812.

In letter dated June 11th 1859, No. 38.

1 Original letter from District Engineer, Tanjore, with 1 enclosure.

1 Do. from Collector, 9th July 1859, No. 293.

District Engineer to Collector, May 12th 1859, No. 15.

Collector to District Engineer, June 8th 1859, No. 226.

July 9th 1859, No. 293.

The District Engineer of Tanjore, having forwarded to me copy of a Circular issued by the Collector of Tanjore to his Tahsildars, disallowing correspondence between the subordinates of the Revenue and Maramut departments, and copy of his correspondence thereupon, with the Collector, I considered it necessary to request the Collector, who had without assigning particular reasons, negatived the District Engineer's request for a reconsideration of the Circular, to inform me in detail of his reasons for insisting on the prohibition above mentioned, in order that I might be able to submit the question to Government. I quoted para. 9 of the Government Proceedings of the 21st of May 1859, No. 801, as my authority for first addressing the Collector on the subject, and not, as he supposes in para. 2 of his answer, as any authority for correspondence between subordinates.

2. In drawing the attention of Government to the correspondence now submitted, I do not feel it necessary to consider in detail the points urged by the District Engineer, and replied to by the Collector. I think that on the general principle the Collector is much mistaken, and that if he could shew that in no one of the instances produced by the District Engineer, would there be inconvenience from the restriction upon the correspondence of the subordinates of the two departments, he would be as far as ever from proving his assertion, that such correspondence is hurtful to the interests of Government.

3. My own opinion is very different; and I must say that, unless it is meant by the prohibition that the time of the Tahsildars is injuriously occupied by correspondence with the subordinates of the Department of Public Works, the Collector might just as well prohibit any personal intercourse on business. I believe that he is also mistaken on the subject of correspondence between subordinate members of other departments, that nothing is more common than demi official correspondence among all persons of the public service, whenever it is required, and that no one has ever thought of interfering with it. Such correspondence is indeed not often carried on by post, but that is only an accident which does not affect the principle. I should call the correspondence of the subordinate members of the Revenue and Maramut departments in like manner demi official. It is not intended to form matter of record, but is only for the purposes of mutual information; and I am sure that if conducted by trustworthy servants, it cannot do otherwise than promote the interests of Government, and that if abused, correction may be easily applied. I therefore, recommend that the prohibition in question be removed.

No. 19. ORDER THEREON, 30th July 1859, No. 1833.

The Chief Engineer lays before Government a correspondence that has passed between the Collector of Tanjore, the District Engineer, and himself, respecting a Circular order issued by the Collector prohibiting native revenue officers from holding communication in writing with the members of the Public Works Department except in a few particular cases.

2. The exact reasons for issuing the Circular are not apparent, but the Governor in Council considers it inexpedient and objectionable. He is satisfied that the good of the public service will be best promoted by the fullest and most cordial intercourse between the members of the Revenue and Public Works Departments of all grades; and he therefore disapproves of any such restrictions on that intercourse, as the Circular intends.

3. It seems hardly necessary to observe that free communication between the subordinate servants of the two departments cannot compromise the Collector's authority;* since it will be quite easy for that officer, as it will also be his duty, still to retain in his own hands the power of sanctioning estimates and works, precisely as at present. If it is really the case, as

* Collrs. letter to Chief Engr. para. 5.

stated in the Circular order, that District Engineers have issued orders to Tahsildars cancelling those sent by the Collector, which however the Governor in Council hesitates to credit, except as the result of mistake, the remedy is easy without prohibiting all intercourse.

4. Mr. Cadell will be directed to recall his Circular, and to substitute another framed in accordance with the sentiments expressed above.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 20. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 20th July 1859, No. 2917.

With reference to para. 5 of Extract Minutes of Consultation No. 1686, dated 21st August last, I have the honor to report for the information of Government, that the amount of extra expenditure incurred by the retention in Nellore of Captain Watt's establishment from 1st August to 31st October 1858, is Rupees 118-13-5, as follows :

1 Letter from the District Engineer, Nellore, No. 1486, dated 8th July 1859 with 1 enclosure.

	Rs.	A.	P.
For August, pay of an additional writer not allowed in the establishment.	35	0	0
For September, do. do. do.	35	0	0
For October, do. do. do.	35	0	0
For September, 26 days travelling allowance to additional writer............	9	1	7
For October, 14 days do. do........................	4	11	10
Rupees............	118	13	5

2. Considering the absolute necessity that existed for the correct and punctual submission of the accounts, and that the establishment allowed to Captain Watts while in Nellore, as an Exective Engineer, should not be suddenly changed or reduced, although the successor to that officer was only an Assistant Engineer, the amount of extra expense incurred by their retention was sanctioned under the rules (Grant's Circular Order Book, Page 369) the cost of the same being a little more than ½ per cent. on the expenditure, viz. Rupees 19,750 during the months alluded to.

3. In pursuance of this order, Captain Mullins reports having disturbed the amount above mentioned, and charged the same to the various works in progress, (32 in number), during the time the establishment was maintained.

4. Under these circumstances, and considering that Captain Watts' successor was only an Assistant Engineer, with a very inadequate establishment allowed to him, and was himself unacquainted with the duties of the range, I trust that Government will be pleased to approve of the proceedings above detailed.

5. In conclusion, I beg to observe, that after the 31st October last, Captain Mullins was instructed to retain for Captain Burn the establishment of an Assistant Engineer only, dispensing with the others employed under Captain Watts.

6. The necessity of reporting to Government upon this subject appears to have been lost sight of, in consequence of the order having treated principally of a general subject.

No. 21. ORDER THEREON, 30th July 1859, No. 1834.

The arrangements reported are sanctioned. Irregularities of the nature in question cannot occur again.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 22. Read the following Proceedings of the Madras Government in the Military Department, dated 19th July 1859, No. 2578.

Sanctioning Rupees 940 to complete the alterations to the range of Staff-officers now under construction for the Cantonment of Bangalore. } (Vide Military Proceedings from 16th to 22nd July 1859, Nos. 108 at 110.)

No. 23. ORDER THEREON, 1st August 1859, No. 1835.

Communicated to the Chief Engineer for the issue of the necessary orders.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Read again letter from Commissioner for Mysore, recorded in Government Proceedings, 12th May 1859, No. 1142.

No. 24. Read also the following letter from Colonel A. COTTON, Commandant of Engineers; to J. D. BOURDILLON, Esq., Secretary to Government, dated 20th June 1859, No. 246.

I have the honor to acknowledge the receipt of Minutes of Consultation, dated 12th May 1859, forwarding a letter from the Commissioner of Mysore, and calling for any remarks I may wish to make on it.

2. It seems to me that my Memorandum on this subject enters so fully into it, as to leave me little to add, but it may be considered proper for me to write some reply to the present communication. There is no doubt that part of the Basin of the Huggry lies below the proposed tank, but this does not affect the 2,000 square miles of country, which will drain into it. The proposed work will give the managers of the tank the entire control of this great supply of water, and so the power of entirely altering the present state of things, in the river below. It is impossible but that the present supply of water to the irrigation below will be greatly affected by the use that is made of the tank.

3. Nothing surely can be more evident than that if you cut off the supply by the main feeder of a river, matters cannot remain as they were before. Even at the lowest point, the confluence of the Huggry and Toombudra, taking the Commissioner's measurements, the irrigation which was before dependent upon the drainage of 5,400 square miles of country, will be dependent upon only 3,400 square miles, that is, unless the managers of the tank, *choose* to allow a portion of the water of the main Huggry to flow down it. This must entirely overthrow all present calculations about the supply of water. For instance, when under the old state of things there would be 3 feet of water in the river in Bellary, under the new there might be perhaps 2 feet, and as no doubt the main Huggry often receives water from the Babubooden Hills when there is little or none in the Southern and Eastern feeders, there would be times when instead of 3 feet of water in the lower Huggry there would be little or none.

4. No line of argument can possibly prove that cutting off the supply from 2,000 square miles of area, will not entirely alter the present supply. Nor can any argument possibly prove that the owners of the tank will not have entire command of the Huggry river, when the tank is formed by a bund across that river, damming up so large a reservoir that no water will pass over the calingulah excepting once or twice in a season and in some years not at all. I do not know how to express myself plainer than I have done, as to the power that the owners of the tank will have. They will be able by allowing no water to flow *from their sluices* into the channel of the river below, entirely to stop all the natural supply to it, till the tank is full and the water flows over the calingulah, and thus no water would be supplied from the main Huggry to the lower irrigation, excepting during heavy and continued rains, when it would be of no use, because there would be plenty then from the remaining feeders. In this case the present irrigation would be rendered so precarious that certainly most of it must be abandoned.

5. Or, on the other hand, they might allow a certain quantity of water to flow constantly down the river sufficient to secure the present irrigation, in which case those lands will be very

greatly benefitted. In either case the former state of things would be essentially altered. Is it possible that any body cannot see that it is the plain duty of this Government, who are the natural protectors of the Ryots of Bellary, to see that they are not deprived of prescriptive rights. Would this Government be justified in leaving their Ryots completely in the power of persons acting under another authority, to withhold from them a large portion of that water, upon which all their arrangements and calculations are made, if those persons choose to do so. Besides which, there is the Government Revenue from those lands which would be placed in the same circumstances.

6. So far as Major Dobbs' statement goes, that "throughout the hot weather the inhabitants procure a small supply of bad water by digging in the bed of the river," it only shews how imperfect the supply of water in the Huggry is, and consequently how greatly the cutting off the supply from 2,000 square miles must increase that precariousness. But I was not speaking of the hot weather supply, but of that in the cultivating season.

7. Nothing can be more certain than that the tank *may* be made prodigiously to improve the supply of water all down the Huggry; and I have expressly said so in my Memorandum. But there is no question about the manager of the tank having the power to do it, the question is whether the Madras Government in justice to their Revenue and their Ryots, are not bound to see that he exercises that power, or at least that he does not make use of the power he has to ruin the lower irrigation.

8. Neither again is the question about the skill with which the work is "*likely*" to be executed, this Government are bound not to leave such a case to probabilities, but to take the most effectual measures they can to secure the country below. If the tank bursts, the destruction of life would be enormous; would the Government, be justified in not taking the precaution of ascertaining, as far as they could, whether the works were effectually executed. Assuredly in case of such a terrible catastrophe, if the Madras Government could not shew that they had made every possible enquiry about the works, no body would hold them free from blame in the case.

9. I am convinced that if our Government were about to execute a work of such magnitude as would entirely alter the state of the supply of water to a large tract in Mysore, and which might also sweep away thousands of the population, the Commissioner would see clearly that it was his duty to communicate with this Government about it. If the works affected only Mysore indeed, it would be no part of the duty of Madras to enquire about it, but for a work which so powerfully affects both territories, of course both authorities are concerned in it.

10. With respect to devoting the tank water to the supplying the Bangalore and Bellary canal, there is not a word about it in my Memorandum. Further, the canal if wholly supplied from the tank, would only consume about 100 million of cubic yards of water per annum and half of it is above the level of the tank, and as the tank is proposed to contain 2,000, or 3,000 millions of cubic yards, it would not make much difference whether the lower part of the canal were supplied from it or not.

11. With respect to the canal being a dreamlike and impracticable scheme, surely it is no presumption in me to suppose that I am more capable of judging whether a certain work of Civil Engineering is a simple practicable matter, or a mere dream, than a gentleman who has not professional knowledge. It would be thought strange if I were to judge in a medical case, and think it a dream of a Surgeon of forty years experience, because in a case of accident, he stated that it was a simple surgical case, quite within ordinary skill.

12. It's not surprising that a very simple matter of Civil Engineering may appear a dream to those who have no experience in such matters. I have no doubt that there are many persons to whom the Maury tank appears a dream, yet the Commissioner seems to be as satisfied that it is a highly practicable project, as I am myself. It is evident also that the Commissioner does not think the Railway from Bangalore a wild project. It does seem to me very remarkable that while it should appear a matter of plain common sense to spend 80,000 or 1,00,000 Rupees a mile upon a communication, one that should cost $\frac{1}{16}$ or $\frac{1}{20}$ of that should seem to the same person a dreamlike scheme.

13. With respect to the statements about watered Raghy, I need only say that Raghy is watered every where, and all the data given in my Memo. were those received from Major Dobbs, the Superintendent of the Toomcoor District. What is meant by the expresssion, "wet land Raghy," I don't know. The only meaning I can suppose is, Raghy grown on land that is too wet, but this can have nothing to do with the present case, any more than it has with Raghy generally, as water is of course only supplied to it in such quantities as is beneficial. No Ryot under the tank will give his Raghy more water than is now generally given to it, unless it would be the better for it.

14. Nobody indeed can possibly question the right of the Mysore authorities to make use of the water of the rivers, but a work whether in Mysore or Madras, which will most essentially affect not only property but lives in Madras, is evidently a proper subject for the attention of the Madras Government.

15. I cannot but allude to the tenor of the letter under consideration. Are the people of Mysore and Madras under the rule of hostile powers, or are they both under Her Majesty's authority?

16. Surely there is nothing extravagant in the proposal that the respective authorities and Engineers should freely communicate and co-operate in a work, which, though situated in one portion of country under Her Majesty's authority, must necessarily powerfully affect the interests of another also, not only as respects property, but even life.

17. I may mention that this most important work, so important even in itself, but as the commencement of a new scale of works, and a specimen which should be an example to all India, of really incalculable importance, has now been several years in contemplation, and at one time part of the works was actually begun, but nothing like an effective execution has yet been commenced upon, nor can I hear of any probability of effective steps being taken about it.

18. I consider the storing of water on a large scale so as to make available for navigation and irrigation, a small portion of the vast masses of water so foolishly and wickedly allowed to flow annually into the sea, while it would be, if made use of, a far greater treasure than the gold of Australia, I consider this storing one of the very first duties of Government, and as this site is well chosen, and every thing is ready for the carrying out of the project, I would earnestly represent how desirable it is that at length the tank should be formed. It is not a mere local question, it is of the highest interest to all India. And it is of especial interest directly to this Presidency, inasmuch as it would materially affect the floods of the Kistnah and tend to prevent damage to the valuable works and crops in the Delta of that river, a point now of pressing importance, which I have more than once, brought to the notice of Government.

19. I think no work could more properly come within the scope of the Irrigation Company's operations, either from its situation or its nature, and perhaps the Government might take the opportunity of suggesting, that if the Mysore authorities do not intend to proceed at once with the work, it might be made over to the Company for execution.

The detention of 1,000 million of cubic yards by the tank, in the case of a flood, would be sufficient to lower the Kistnah at the annicut, 1 foot for 4 days, and I need hardly point out, that in a Delta much less than a foot often makes the difference between innumerable breaches and great devastation, and no mischief at all.

20. The following plain calculation will show that I speak only of realities, when I say that the water wasted in India, is of far more value than the gold of Australia. Taking the value of a crop on irrigated land to be 15 Rupees above that on dry land on an average, and allowing the quantity of water for one crop of rice to be 6,000 cubic yards, the value of the water is 1 Rupee per 400 cubic yards or 60 lacs of Rupees a year, for a tank containing 2,500 million of cubic yards; and hence if the produce of the gold mines of Australia is 10 millions a year, 17 such tanks would produce as much; and hundreds might be constructed. And this does not include the value of the same water for navigation.

21. And as a direct proof, the exports of Rajahmundry since the irrigation works, have increased by £400,000 a year (actual value) and have doubled in two years, so that there is lit-

tle doubt there will be before very long, an increase of produce in that District of a million sterling, as shown by the Exports only, and ten Districts so irrigated would then export produce equal to that of the gold mines, besides all the increase consumed within the District.

22. I trust the Government will judge that it is by no means an improper interference that I have pressed this matter upon their attention.

No. 25. ORDER THEREON, 1st August 1859, No. 1836.

Ordered that the above letters, together with the previous correspondence on the same subject, be forwarded to the Government of India with the following letter, and that the subject be also reported to the Secretary of State.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 26. Ordered in consequence that the following letter be despatched.

From J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George; to Lieutenant-Colonel H. YULE, Secretary to the Government of India, P. W. D., dated 1st August 1859, No. 1837.

From this Government to Commissioner of Mysore, 23rd August 1856, No 1508.
From Commissioner Mysore, 1st September 1856, No. 33.
To do. 24th October 1856, No 1967.
From Chief Engineer, 7th March 1857, No. 10777.
Proceedings of Government, 7th April 1857, No. 641.
A printed Memorandum by Colonel A. T. Cotton on the Mári Canvái tank project, dated 12th April 1858.
From Chief Engineer, 5th May 1858, No. 78.
To Commissioner of Mysore, 10th June 1858, No. 1096.
From Officiating Chief Engineer, 18th June 1858, No. 1253 with enclosures.
From Commissioner Mysore, 24th June 1858, No. 19.
From Officiating Chief Engineer, 11th August 1858, No. 2718 with enclosure.
Proceedings of Government, 28th August 1858, No. 1754.
From Chief Engineer, 31st January 1859, No. 7502 with enclosures.
Proceedings of Government 16th February 1859, No. 396.
From Chief Engineer, 16th March 1859, No. 8645 with enclosure.
To Commissioner of Mysore, 24th March 1859 No. 695.
From do 14th April ,, ,, 6.
Proceedings of Government, 12th May ,, ,, 1142.
From Colonel A. T. Cotton, 20th June ,, ,, 246.

I am directed to submit for the consideration and orders of the Government of India, a question that has arisen between this Government and the Commissioner of Mysore, in connection with a project in contemplation for constructing a large tank for irrigation at Mári Canvái near Herioor in the Mysore territory, by throwing a dam across the Huggry river. The papers accompanying are enumerated in the margin.

2. The Pedda Huggry river rises in the Mysore country, and after a course of about one hundred miles enters the Bellary District; where, after a further course of about ninety miles, it falls into the Toombuddra. Some irrigation is dependent on it in Bellary, and it has been in contemplation to increase the extent by an annicut and channels; but this project has been arrested pending a decision respecting the operations in Mysore at Mári Canvái. On first receiving intimation of such a design though without details, this Government addressed the Commissioner, representing that there were established rights in the Madras territories contiguous to Mysore, in the water of the Mysore rivers; expressing the hope that those rights would be duly regarded in any project for improvement in Mysore; and pointing out how this might be done. The Commissioner replied that the Mári Canvái tank was the only one contemplated; but utterly denied the claim of Madras to have any voice in the matter. The correspondence closed at that time with a short letter from this Government assenting, as then informed, to the Commissioner's opinion that the proposed tank would not injure Bellary, but reiterating the general principle before enunciated.

23rd August 1856.

3. Some time after, Colonel A. T. Cotton visited the site of the proposed work, and made some remarks on the project, which form the printed memorandum herewith sent. He approved of it as very likely to be highly beneficial, and noticed how it might be made still more so; but observed that unless rightly managed, it might be the cause of much injury to the villages depending on the Huggry irrigation in Bellary. He pointed* out that the tank might be treated in two ways; and might thus be either a great blessing to the villages below, or a source of great injury. Either the sluices

* Memo. page 13.

might be kept closed till the tank was full, in which case the Bellary villages would get no water from the upper Huggry till quite late in the rains; or certain sluices might be left always running, so as to maintain a perpetual supply in the Huggry, and provide irrigation in the dry season. Colonel Cotton also pointed out the interest of this Government in taking care, for the protection of its ryots, that the tank bund was secure, as a breach would be very destructive.

4. This passage was sent to the Commissioner of Mysore, but the papers having been mislaid his reply was delayed; ultimately it was received, and is among the enclosures, dated April 14th 1859. Sir M. Cubbon points out that the proposed tank will intercept the drainage of only 2,000 square miles; while the drainage of the Huggry and its feeders in Mysore, but below the tank, is 3,400 square miles. He also states other arguments to prove that the Bellary ryots will not suffer; and then repeats his denial of any right of this Government to a voice in the matter. He concludes with remarks on parts of Colonel Cotton's memo. which do not immediately bear upon the point at issue. In Colonel Cotton's rejoinder, he does little more than adhere to his previous opinion, admitting also the correctness of the Commissioner's statement as to the extent of drainage above the tank, but not his inference therefrom.

June 10th 1853.

5. It is true no doubt, as urged by the Commissioner, that the question immediately at issue is of less importance to Madras interests, than if the tank were to be only just within the Mysore boundary, and so to cut off the drainage of 5,400 square miles instead of 2,000. But still it is important, and the principle is still more so. This Government see nothing unreasonable in Colonel Cotton's propositions. He does not in the least dispute the right of the Mysore Government to make the tank: on the contrary he does what he can to help it by suggestions derived from his experience and knowledge. But he argues that existing rights are entitled to consideration? Of the justice and legal validity of this claim, whether by international or municipal law, this Government conceive there can be no doubt; and they are surprised to find that the Commissioner disputes it.

6. But as between two territories under British management, this Government feel that they may fairly go further, and ask that this great work should be undertaken with due regard to the interests of both countries, just as much as if the two territories concerned were not Bellary and Mysore, but Rajahmundry and Masulipatam; or, to put a still more aptly parallel case, Salem and Tanjore. The case now in question, indeed, is one of frequent occurrence in the irrigated Districts of this Presidency, though very rarely on so large a scale. The solution is found in an arrangement, easily made, which ensures to the village or locality having vested interests, a permanent supply equal to that previously enjoyed. And in addition to such existing rights, the new work is often made largely beneficial to the previously watered locality. A similar course, as it appears to this Government, may be followed with the Mári Canvái tank; the Madras territory bearing an equitable share of the cost, proportioned to its share of the benefit, and the size of the tank being proportioned to the augmented demands thus to be made upon it.

7. In now submitting the papers to the Government of India, I am directed to suggest that after that Government shall have passed an order on the general principle, an appropriate mode of arranging the details will be for this Government to appoint an Engineer, to be associated with one to be nominated on the part of Mysore; and that these two officers should jointly investigate the subject, and propose a plan for the common benefit of both territories, and such as shall not compromise the interests of either.

No. 27. Read the following letter from Brevet Major W. K. WORSTER, Acting Astronomer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 18th July, 1859.

I have the honor to acknowledge the receipt of correspondence and orders thereon, of the 13th July 1859, No. 1701, on the subject of supplying Aneroids to officers in the Department of Public Works.

As a subsidiary instrument to the Barometer, the Aneroid in careful hands will no doubt be found very useful from its portability, and being less liable to serious injury, but it never should be relied on for independant observations.

The zero of the instrument having reference to that of a standard Barometer, or to the guage of an air pump, it is evident that the accuracy of its indications will depend entirely on the permanency with which it retains its adjustment. Could we ensure sufficient stability in the mechanism, with the requisite sensitiveness to change, the same confidence might be placed in its readings, as in those of a mountain Barometer, which in like manner has its zero determined by comparison with a "standard" instrument.

In the Aneroid, however, these conditions are not fulfilled; the zero is also liable to sudden (and unexpected) change, and will invariably alter on removal from a vertical to a horizontal position, or vice versa; hence in whichever way the instrument is adjusted, that position should be retained for observation.

Without means, therefore, of frequent comparison with the Barometer, the indications of the Aneroid are always open to doubt; but if these means exist, then, and then only, the instrument may be usefully employed for preliminary observations as suggested by the Chief Engineer.

In this manner, the Aneroid was used, I believe, with some success, in the Survey of the South Coast of Africa, for determining the heights of the peaks and mountains along its boundary.

The tables prepared by Captain O'Connell which are herewith returned—are adapted for Meteorological observations; the Aneroid, however, cannot be considered a Meteorological instrument, and while its indications can only be estimated to hundredths, it appears a needless refinement to refer to numbers which are the result of actual readings to thousandths.

If it be resolved to meet the wishes of the Chief Engineer, it will also be necessary to supply good standard Barometers to each district officer, that some confidence may be placed in the observations for obtaining a general idea of the levels of the country.

No. 28. ORDER THEREON, 1st August 1859, No. 1838.

Communicated to Colonel Cotton and the Chief Engineer with reference to their letters of the 12th July 1859 No. 274, and 24th June 1859 No. 1988 A, for any remarks they may wish to offer.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 29. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 23rd July 1859, No. 3051.

I have the honor to forward for submission to Government, an estimate amounting to Rupees (620), six hundred and twenty, for constructing a tunnel of 3 vents in the 57th mile of trunk road No. 6, in lieu of a small skew tunnel much decayed, and a 2 feet irrigation tunnel past repair.

1 Original letter from the District Engineer, Nellore, No. 1463, dated 6th July 1859 with
1 Abstract estimate and 1 Plan.

2. This part of the road is stated to be much cut up by the surplus water of Aeropolm tank, and the two tunnels, by which it is now carried across are very dilapidated, and it is, therefore, recommended to build one large tunnel in substitution for these works.

3. The estimate has been examined in this office, and I beg to recommend it for early sanction out of the general district funds, in order that the work may be completed before the monsoon.

No. 30. ORDER THEREON, 1st August 1859, No. 1839.

Classification report clause 2 of para. 68 page 19.

Sanctioned for immediate execution as a "petty work" the expenditure being charged to the general district fund.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 31. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 25th July 1859, No. 3063.

I have the honor to report for the information of Government, with reference to their order, dated the 11th instant, No. 1682, that the name of the Serjeant therein appointed a supernumeray Assistant Overseer is J. A. Lenehan, and not Linehan, as the Serjeant has yesterday reported himself to this office.

2. Serjeant Lenehan has passed only for the grade of Sub-Overseer, 1st class, but as Government has appointed him an Assistant Overseer, I have temporarily posted him to the Garrison Engineer's department for employment on the fortification works.

G. K. Anderson, North Arcot, deceased.
P. A. Martin, Trichinopoly, dismissed.
W. H M. Wylie, South Arcot, reduced to Sub-Overseer, 1st class, 1st grade.

3. There were three vacancies of Assistant Overseers as noted in the margin. The first has been filled up. The second I have transferred to South Arcot, as there was in Trichinopoly an excess over the allotment in the number of Assistant Overseers, and no measure has been adopted to fill up the third vacancy.

4. With regard to the vacancy caused by Mr. Wylie's reduction, it could not be filled up in the District, as there were no Sub-Overseers eligible for promotion to the superior grade.

5. It could not be filled up, by a passed candidate, as in that case, while it leaves the number of upper subordinates complete, that of the lower subordinates will be exceeded by Mr. Wylie's reduction to that class.

6. As cases of this kind may frequently occur, and as it will very seldom be possible to put up a Sub-Overseer in the place of a degraded upper subordinate, on account of the examination rules, and inconvenience may be felt from having no person to perform his duties, I have the honor to recommend that upper subordinates, degraded to the lower subordinate class, shall be always reckoned as supernumeraries, to be absorbed when vacancies occur in the lower subordinate establishment.

7. The District Engineer of South Arcot, not having yet nominated a passed candidate to fill the transferred vacancy of Mr. Martin, he has been requested to report whether he would accept of Serjeant Lenehan's services.

No. 32 ORDER THEREON, 1st August 1859, No. 1840.

Adverting to para. 6 of this letter, the Governor in Council directs that where a member of the Subordinate Department may be degraded, and no one is found in the grade to which he descends competent to take his place while there is no vacancy in that grade, he shall be borne as a supernumerary till absorbed; but his place, in his former grade cannot be filled up until such absorption takes place, as otherwise the sanctioned establishment would be exceeded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 33. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 23rd July 1859, No. 3025.

* No. 1690, dated 12th July 1859.
1 letter from the District Engineer of Cuddapah No. 305, dated 12th July 1859.

With reference to the orders* of Government, marginally quoted, I have the honor to forward a letter from the District Engineer of Cuddapah, dated the 12th July 1859, No. 305, wherein Captain Hemery brings to notice, that unless the principal feeding roads of the north west Railway be commenced at once, there will be none ready by the opening of the line, in three years from this time, and as the approaches are now impracticable for cart traffic the inconvenience will be very great.

2. Captain Hemery explains that the Railway officers are now paying 3 annas a day to labourers, and thereby drawing off those who have hitherto been employed by the Department Public Works, and he is anxious to be enabled to retain the people if possible, by regular work. He, therefore, proposes that a sum of (10,000) Rupees ten thousand, should be granted from the amount allowed in the Budget of 1859-60, for emergent and isolated works, in order to improve the Sonepoy ghât and render it fit for cart traffic, and thus the Wudders or contract labourers usually working for Government may be retained. The Sonepoy ghât is part of the communication between Royachooty and Rajumpett, the estimate for which has been again recommended to the Government of India for sanction.

Order of July 12th 1859, para. 4.

3. The above proposition seems to me very reasonable, and I beg to recommend it for the favourable consideration of Government, who are aware of the very difficult nature of the country bordering the north west Railway.

No. 34. ORDER THEREON, 1st August 1859, No. 1841.

12th July 1859.

The Government have recently again urged on the Supreme Government the importance of immediately commencing work on the road from Royachooty to Rajumpett, of which the Sonepoy ghât forms a part; and they must decline to grant funds in anticipation of the reply of that Government.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 35. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 21st July 1859, No. 2928.

1 Indent.
1 Indent with Duplicate.
1 Drawing.
2 Slips.

I have the honor, in obedience to the orders of Government, as conveyed in No. 1029, under date the 3rd May 1859, to forward for sanction and transmission to the Honorable the Secretary of State for India, the enclosed emergent Indent, for certain articles of machinery required for use in this department.

2. Frequent demands have been made by District Engineers for such articles as are now indented for, and Government have ordered in para. 7 of the order above quoted, that if the articles could not be procured either at Madras or Calcutta, that it would be advisable that they be procured from England, and now that I am aware that they are not to be had at Madras or Calcutta, as the Chief Engineer at the latter place has stated in his reply to a communication addressed to him from this office, that the articles in question are not procurable there, I request that you will have the goodness to obtain the sanction of Government, for forwarding the

Indent direct to the Secretary of State, with the view to its being complied with at as early a date as possible.

Indent on the Honorable the Secretary of State for India, for the following articles urgently required for use in the Department of Public Works.

Names of Articles.	No.	For what purpose required.	Remarks.
Machines, planing, ordinary size	4	For use in the Department of Public Works.	
" Sawing vertical with spare saws to cut sweeps...	4		
" Tennoning, medium size	4		
" Morticing " "	4		
" Bolt screwing to screw from $\frac{1}{2}$ to 2 inches, 11 working taps, 11 master taps, 11 sets of dies, &c. &c.	1		
" Drilling and boring, vertical to drill up to $1\frac{1}{2}$ inch diameter and 3 deep; feed motion by the foot; table to slide vertically; screw and bevil wheel, driving apparatus and strap liver contained in frame with double gearing and table fitted with horizontal transverse slides exterior	1		
Foot lathes with six and half inch double gearing, center head stocks, bed 6 feet long 10 inches wide	2		
Cranes (portable) as per plan to raise 3 tons ...	1		
Taps and dies to screw from $\frac{1}{8}$ to $1\frac{1}{2}$ inch ...	10		
Braces, Hatchet with bits.	5		
Carpenter's tools, ordinary sort ... ...set	10		
Articles for use of the Lithographic Press attached to the Central Office of P. W.			
Medium sized Lithographic Press with all the recent improvement to work stones 36×24 inches to be obtained from "D. & I. Greig" of Edinburgh	2*		*Both to be of the same dimensions.
German stones of first quality each 36×24 inches and not less than three inches in thickness...	10		
Lithographic paper 21×36 inches as per muster herewith forwarded... ...reams	10		
Lithographic paper 24×28 inches as per muster herewith forwarded... ...reams	10		
Crane (portable) Nasmith's to lift one ton as per drawing	1†		†The principle of the Crane exhibited in the drawing herewith submitted is approved and should be adhered to in the selection of the Cranes, but the size should vary proportionally with the weight that each is intended to lift, for instance, the one ton Crane need not be so large as the three tons.

Central Office of Public Works,
Fort Saint George,
21st July 1859.

(Signed) J. H. BELL, Lt.-Col.,
Chief Engineer.

No. 36. ORDER THEREON, 1st August 1859, No. 1842.

Ordered that the Indent received with this letter be forwarded to the Home Government.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 37. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 16th July 1859, No. 2801.

I have the honor to report for the information of Government, that the appointments made as noted in the margin, in consequence of Mr. Norman's nomination as Acting Overseer for employment on the Nundy Cunnamah ghât, ceased on the 3rd June last, by Mr. Norman's return to Cuddapah, and 2nd Corporal J. Hennon, who has no permanent post in the department, has been thrown out of employ from that date.

G. O. G. 9th November 1858, Mr. McCracken, to act as Sub-Overseer 1st class, 3rd grade, vice Norman. G. O. G. 15th Mar. 1859. 2d Corporal J. Hennon, to act as Sub-Overseer, 2nd class, 1st grade, vice McCracken.

2. From the date of Corporal Hennon's appointment as Acting Sub-Overseer, 2nd class, he was posted to do duty at the workshop at Abercrombie's Battery, where he proved himself to be a good smith and a working man, and has rendered useful services. In the absence of any vacancy, I have continued his services at the workshop, where they are almost indispensable, and I have this day appointed him a Sub-Overseer, 2nd class vice Pablo, 2nd Corporal of the Sappers and Miners, who, on account of certified ill health and unfitness for out-door work, has been removed from his appointment and remanded to his Corps.

3. I have the honor to request the special sanction of Government, for the disbursement to 2nd Corporal Hennon, as Sub-Overseer, 2nd class, the arrears of salary due to him from the 3rd June to this date, to be charged to the general expenses of the workshop.

No. 38. ORDER THEREON, 1st August 1859, No. 1843.

Sanction granted for the disbursement to 2nd Corporal Hennon as Sub-Overseer 2nd class the arrears of salary due to him from the 3rd June to 16th July the same being charged to the general expences of the workshop at Abercrombie's Battery.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Read the following papers.

No. 39. From Colonel C. E. FABER, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 24th March 1859, No. 8965.

I have the honor to submit for the information of Government, and for transmission to the Home authorities, the accompanying copy of a letter, No. 745, dated 18th Instant, from the Garrison Engineer, reporting the breakage of the Cylinder of the Rotatory Pump, placed in the Fort ditch for filling the cistern, while being worked under the superintendence of Messrs. Walsh and Thompkinson.

No. 40. Memorandum from Colonel C. E. FABER, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 29th March 1859, No. 9084.

The Chief Engineer has the honor to inform the Secretary to Government, D. P. W., in reply to his official Memo., No. 15, of date the 26th Instant, that the Pump therein alluded to, cannot be *repaired*, but he has every confidence that the fractured portion can be altogether recast by permission, at the Mint.

No. 41. ORDER THREEON, 1st August 1859, No. 1844.

Para. 1. The letter of the Garrison Engineer received with the Chief Engineer's communication of the 24th March reporting the breakage of the Cylinder of the Rotatory Pump will be brought to the notice of the Home Government. The Government have endeavoured to

ascertain from the Chief Engineer's office when the Pump in question, as well as another referred to by the Garrison Engineer, was indented for; whether any correspondence took place on the subject at the time; when and by what vessel the Pumps were received; with other particulars. Information on these heads would have rendered the subject complete and would have enabled the Home authorities at once to find out the manufacturers and point out to them the defects noticed. More than three months have however elapsed since the requisition to the Chief Engineer's office was made, without any prospect of success, and it seems useless longer to delay the report to the Home Government.

2. If the fractured pipe has not been replaced, the Chief Engineer will apply to the Mint Master to have the work done there if possible.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 42. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 6th July 1859, No. 2465.

Adverting to the Proceedings of Government, No. 1464, dated 14th June 1859, I have the honor to to forward for their information, the accompanying original letter* from the District Engineer, North Arcot, expressing great satisfaction with Lieutenant Clay's conduct and qualifications during the time he has been in the District. Captain Prendergast observes that Lieutenant Clay is a very hardworking, active officer, and has gained much experience, having been several years in the department. The records of Lieutenant Clay's character in the department are contained in the following Extracts from the Confidential Reports.

* 1 Letter from the District Engineer, North Arcot No. 331, dated 27th June 1859.

Confidential Report of the District Engineer, Salem, dated 30th September 1858.

CAPTAIN GAHAGAN.

Professional Qualifications.	General diligence and zeal.	Scientific attainments.	Knowledge of local language.	Health and power and habit of endurance of fatigue and exposure.	Acquaintance with and punctuality of rendering accounts.
Well up to the worth of an Executive Officer. Is not a reading man. Is a bad draughtsman.	Very active, zealous and hard working...	None.	Has passed for Staff in Hindoostani and knows a little Tamil...	Has good health, and can stand any amount of exposure and hard work.	Very punctual and regular.

Confidential Report of the District Engineer, North Arcot, dated 15th January 1859.

MR. DOPPING.

100 marks out of 240.	100 out of 220.	70 out of 180.	70 out of 140.	50 out of 120.	50 out of 100.

2. The remarks of Captain Gahagan show that Lieutenant Clay stood high in that Officer's estimation, as regards diligence in his general duties and punctuality in rendering accounts. Mr. Dopping's opinion is less favorable, and that gentleman has on several occasions noticed irregularity and delay in Lieutenant Clay's accounts. Upon the whole, though there is much room for improvement in Lieutenant Clay, it cannot be doubted that he has rendered good service in the department.

3. With respect to the practice prevailing in the North Arcot District, of issuing no funds to Executive officers after the 27th of each month, Captain Prendergast states, that it commenced in June 1857, on a mutual understanding between the Collector and District Engineer, with a view of effecting a correspondence between the accounts of the Public Works and Revenue Departments, and of enabling the subordinates of the former to pay for work in the same month in which it is executed. Thus for instance, if a cheque were sent by an Executive officer to any of his subordinates at the close for a month, the letter might not reach the latter until the 1st of the following month, (in consequence of being out at a distance from his fixed station,) so that the money would not be drawn until the 2nd, and could not, therefore, be shewn in the books of the Tahsildar or of the Overseer, as a payment made in the month in which the work was done, which would not be the case, if the cheque were forwarded on the 23rd or 24th, because the money might then be drawn before the 27th, and the Tahsildars have time to submit their statements to the Collector by the 1st of the following month. It does not appear from the records of the Central office, that the practice above alluded to prevails in the other Districts of the Presidency, but there are other peculiar arrangements made by some officers in order to facilitate business, and to ensure accurate accounts, and these have not been interfered with.

4. In respect to para. 7 of the order of Government, above quoted, I have the honor to state that Captain Prendergast reports having adopted the necessary measures for the recovery of the deficiency in the late Sub-Overseer Willy's accounts from the estate of the deceased.

No. 43. ORDER THEREON, 1st August 1859, No. 1845.

In consideration of the favourable testimony borne by the District Engineer to Lieutenant Clay's generally zealous and painstaking performance of his duty, the Governor in Council will take no further notice of the defects noticed in his proceedings with respect to the late Sub-Overseer Willy and his accounts.

2. The rule obtaining in North Arcot, that no money shall be disbursed to the Engineer Department after the 27th of the month, appears to Government open to objection. It leads to subordinates being furnished with larger sums at one time than would otherwise be necessary, in order to carry them over the interval when they can draw none. In such matters it is not the proper course, in the opinion of Government, to allow every local authority to follow his own discretion. No peculiar circumstances are apparent to require and justify peculiar treatment; and it is the wish of Government therefore that deviation should not be allowed from the prescribed course.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Read the following papers.

No. 44. Proceedings of the Madras Government in the Military Department, dated 7th July 1859, No. 2413.

Requesting that the sanction of the Government of India be obtained to the estimate for a Prison at Jackatalla and that the system adopted to secure warmth in the Military prisons at the Hill stations in Upper India, may likewise be ascertained. (Vide Military Proceedings from 2nd to 8th July 1859, Nos. 121-122.)

No. 45. Letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 16th July 1859, No. 2805.

With reference to the Proceedings of the Madras Government marginally noted, I have the honor to forward plans, exhibiting the style of furnace, and extent of iron piping, required for the Military prison at Jackatalla, and to press upon Government the urgency of the case, with a recommendation that an emergent Indent for the same, may be forwarded to England, by the next Mail, with instruc-

No. 2413, dated 7th July 1859.

tions, that such additions thereto, as English experience will probably dictate, as will benefit the work may be provided for, and that clear specifications may be sent out for guidance. This should not, I think, be delayed, pending a reference to Calcutta on the subject, as, until the Military prison is completed, a portion of one of the blocks of married quarters (now occupied as Solitary Cells) required by the end of the year, will not be ready for the married families of the Regiment.

No. 46. ORDER THEREON, 1st August 1859, No. 1846.

Para. 1. The Military prison at Jackatalla provided for in this estimate, being urgently required on the score of Military discipline, the Government resolve to sanction the estimate amounting to Rupees 54,700 for immediate execution, and to report the proceeding to the Government of India for approval.

2. Application will at the same time be made for information as to the system adopted to secure warmth in the Military prisons at the Hill stations in Upper India.

3. The Chief Engineer's letter of the 16th Ultimo with the two plans accompanying it will be forwarded to the Home Government as recommended.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 47. Ordered in consequence that the following letter be despatched.

From J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George; to Lieutenant-Colonel H. YULE, Officiating Secretary to the Government of India, P. W. D., dated 1st August 1859, No. 1847.

With reference to my letter of the 17th March last, No. 623, I am directed by the Honorable the Governor in Council to forward the papers noted in the margin together with a plan and estimate amounting to Rupees 54,700 for the construction of a Military prison at Jackatalla.

Proceedings of Government in the Military Department 7th July 1859 No. 2113 with its seven enclosures.

2. The work being urgently required on the ground of Military discipline, this Government have sanctioned the estimate for immediate execution and I am now to report the proceeding for the approval of the Government of India.

3. As suggested by the Chief Engineer a plan of the prison will be forwarded by the coming mail to England in view to the furnace and piping being provided to suit the building, and sent out with clear specifications for the guidance of the executive officer. In the meantime I am desired to convey the request of this Government for information as to the system adopted to secure warmth in the Military prisons at the Hill stations in Upper India.

No. 48. Read the following Proceedings of the Madras Government in the Political Department, dated 30th July 1859, No. 453.

Requesting the execution of necessary repairs to Sir James Home's house. } (Vide Political Proceedings from 30th July to 5th August 1859, Nos. 1-2.)

No. 49. ORDER THEREON, 1st August 1859, No. 1848.

Communicated to the Chief Engineer for information and guidance, with reference to para. 2.

(Signed) W. C. SIM,
Ag. Dy. Secretary to Government.

No. 50. Read the following Proceedings of the Madras Government in the Public Department, dated 30th July 1859, No. 1849.

Calling for a plan and estimate of the additions to be made to the Madras General Hospital. } (Vide Public Proceedings from 30th July to 5th August 1859, Nos. 1 at 3.)

No. 51. ORDER THEREON, 1st August 1859, No. 1849.

Ordered to be communicated to the Chief Engineer for early attention with reference to paras. 1 and 2.

2. The order of May 27th 1857 No. 1014 calling for a revised plan of a new General Hospital is hereby cancelled.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 52. Read the following Proceedings of the Madras Government in the Military Department, dated 22nd July 1859, No. 2640.

The plan and estimate of Rupees 22,200 for certain building for the Artillery Depôt at Saint Thomas' Mount approved for entry in ensuing Budget. } (Vide Military Proceedings from 16th to 22nd July 1859, Nos. 245 at 248.)

No. 53. ORDER THEREON, 1st August 1859, No. 1850.

Communicated to the Chief Engineer for information and guidance.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 54. Read the following Proceedings of the Madras Government in the Marine Department, dated 27th July 1859, No. 338.

Sanctioning the removal of the old Flag Staff on the Dolphin's Nose at Vizagapatam and the raising of a small pillar in lieu of it at a cost of Rupees 30. } (Vide Marine Proceedings from 23rd to 29th July 1859, Nos. 19-20.)

No. 55. ORDER THEREON, 1st August 1859, No. 1851.

Communicated to the Chief Engineer with reference to para. 1 of Proceedings dated 23rd June 1858 No. 1189. The work referred to is sanctioned for immediate execution.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 56. Read the following Proceedings of the Madras Government in the Marine Department, dated 29th July 1859, No. 344.

Requesting certain information regarding Lieutenant Taylor's works on the Western Coast. } (Vide Marine Proceedings from 23rd to 29th July 1859, No. 32.)

No. 57. ORDER THEREON, 1st August 1859, No. 1852.

Communicated to the Chief Engineer with reference to Proceedings dated 1st June last No. 1336.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Read the following letters.

No. 58. From Colonel G. BALFOUR, Inspector General of Ordnance and Magazines; to the Secretary to Government, Military Department, dated 12th May 1859, No. 21.

I have the honor to acknowledge the receipt of Extract Minutes of Consultation, No. 833, dated 8th April 1859, and to state that reports have already been submitted to Government, by this Department, in reference to the damage alleged to have been sustained by the brick making machines and pug mills and steam dredge alluded to in paras. 1 and 3 of the Chief Engineer's letter, quoted in the Extract.

2. In the last para. of the late Military Board's letter, No. 122, dated 13th August 1856, it was merely mentioned that the damage done to the brick machinery was not attributable in any way to the Ordnance Department, but I may now add, that this general statement was made, as it was then not the duty of the Board to impute blame to others, and that this course was correct, will be admitted by Government, when I now explain, that the first intimation the Ordnance Department received of the arrival of the 11 brick machines from England, was in a letter No. 2706 of 24th April 1856, from the Chief Engineer, in which permission is asked to have the machines placed under the charge of the Principal Commissary of Ordnance, as the valuable plant was then lying near the Custom House unsheltered; and, on the 26th April, the Board accordingly gave the permission sought; and, for so acting, blame is now, at the end of 3 years, charged on the Ordnance Department, in connection with the landing of these machines, for which the Military Board were then in no way responsible.

3. I think it now right to explain, that eight of these machines appear either to have been given over by the Department Public Works, to the School of Arts, or to have been taken possession of by this School; at all events, this number was received from Dr. Hunter into the Arsenal, in an unserviceable or defective condition; the other three machines were apparently landed in a defective condition in July 1857.

4. It is thus shewn that the Ordnance Department is perfectly free from all blame as regards the brick making machines, as they were not even landed by the Ordnance Department; but I have thought it right to go through this explanation, with reference to para. 9 of the order of Government, No. 1061 of 5th May 1859, in the Public Works Department. I shall at an early date submit to Government, the report called for in Minutes of Consultation, No. 1061 of 1859.

5. The circumstances connected with the loss of a portion of the steam dredge have been fully detailed in my letter to Government, No. 412, dated 6th November 1858, and in support of the fact that the Ordnance Department is wholly exempt from blame in the matter of the mishap which attended the shipment of the steam dredge, I would only advert to the testimony of an Officer of the Department Public Works, Mr. Curley, who was present during the shipment, to the effect that every thing had been done by the Ordnance Department, that could have been done to secure the shipment of the dredge.

6. I earnestly recommend to Government to carry out the intention already intimated, of confiding the duties connected with the Public Works Stores to the Department of Public Works.

No. 59. From Colonel G. BALFOUR, Inspector General of Ordnance and Magazines; to J. D. BOURDILLON, Esq., Secretary to Government, dated 9th June 1859, No. 64.

I have the honor to acknowledge the receipt of the Proceedings of Government, No. 1061, dated 5th May 1859; and, with reference to para. 9 thereof, I venture to express a hope, that, after the explanation submitted in my report No. 21, dated 12th May 1859, Government are satisfied that the Ordnance Department is free from all blame with regard to the damage sustained by the brick making machines, and this fact is corroborated by the circumstance that the machines were not landed by the Ordnance Department, since Government are disposed to attri-

bute the fault if any, more to "the system of landing heavy stores, than to any inattention on "the part of the manufacturers in packing them."

2. With reference to the best means of guarding against damage in the future landing of public stores, which this department is called upon to consider and report, I need scarcely remark that the roughness of the surf, for which the Madras coast is proverbial, and the difficulties attending landing, render it almost impracticable to devise any peculiar method for the safe landing of stores. The landing place at Madras presents no means for using tackling or other mechanical power, with advantage; and, to obviate the evils attendant on the landing of ponderous articles and such as exceed 3 or 400 lbs in weight; which, in many instances, it is found impossible to protect from the action of the surf, a light moveable tram-way is now put down by the Ordnance Department from the boat to the road, and a lifting Jack on moveable supports has been introduced. The proposed pier for the port of Madras will, it is hoped, afford facilities, which cannot now be commanded, towards the landing of Government stores.

3. Government observe in the para. of their order under acknowledgment, that "other instances have occurred recently" of damage done to stores while landing them. The experience of the Ordnance Department testifies rather to difficulties and liability to damage in the shipment, than in the landing of stores, as in the case of the loss of a portion of a steam dredge, while being put on board the "Coromandel." I am not aware of any noticeable instances on record of material loss and injury having been occasioned to stores while being brought ashore by boat. The Principal Commissary of Ordnance also, when specially called on to report to the same effect, adds that the damage, if any, is "such as may have arisen from stores having "been wetted with salt water." The upsetting of the boiler sent out for the steam machinery of the Bullet factory, referred to in the Report of the late Military Board, is an instance on record. The boiler was, however, conveyed in a raft, the circumstances connected with the landing of such an unwieldy article, render the case exceptional.

Vide letter to Government, No. 412, dated 6th November 1858.

4. As the landing of stores for the Ordnance Department rests with the Marine Department, the Arsenal receiving charge of the stores from the boats on the beach, I beg to suggest a reference to the Superintendent of Marine, for any suggestions that Officer may recommend for the safe landing of Government stores.

No. 60. ORDER THEREON, 2nd August 1859, No. 1853.

Ordered to be brought to the notice of the Home Government in connection with the papers referred to in Extract Minutes of Consultation 8th April 1859 No. 833.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 61. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 2nd June 1859, No. 1201.

I have the honor, with reference to the order of Government, dated May 21st 1859, No. 1237, to state that the bill therein referred to appears to me well designed to effect the required object of settling disputes between contractors and their workmen.

2. I think that it is worthy of consideration whether it would not be expedient to extend the benefit of the measure, which appears to be intended to facilitate the observance of contracts, to the officers of Government charged with the execution of works. Summary remedies for the breach of engagements seem to be as much required in their case as in that of contractors.

No. 62. ORDER THEREON, 2nd August 1859, No. 1854.

Referred to the Financial Railway Department with reference to the order in that Department dated 16th May 1859 No. 269.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 63. Read the following letter from Messrs. BINNY & Co.; to T. PYCROFT, Esq., Chief Secretary to Government, dated 30th July 1859.

We have the honor to request you will make known to His Excellency the Governor in Council our desire to bring to this country a Traction Engine and sundry waggons with the view to their being worked principally upon the road between Aska and Gopaulpore, that we may be informed whether there be any objections on the part of Government to their being so worked in that district.

We understand that such Engine and waggons are worked in safety in the crowded streets of Manchester and London, and, do not, therefore, anticipate any objection to their introduction to this country, but, before proceeding further, we desire to be assured by Government on this question, that they will not raise any objection.

Begging your attention to this requisition, and that we may be favored at your early convenience with the reply of Government.

No. 64. ORDER THEREON, 2nd August 1859, No. 1855.

Referred to the Chief Engineer for early report.

(Signed) W. C. SIM,
Actg. Dy. Secretary to Government.

No. 65. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 27th July 1859, No. 3195.

I have the honor to submit the following circumstances for the consideration of the Honorable the Governor in Council.

2. Government in Extract Minutes Consultation, under date 26th of October 1858, No. 2250, authorized an officer being appointed for 6 months, to be paid from the one lac fund, for the general duties of the Malabar district, during the period of Mr. Executive Engineer Smith's employment on the Tamberchary ghât.

3. Captain Babington, the officer appointed, assumed charge of his range on the 26th of January last, and as the period of 6 months has this day expired, and Mr. Smith is employed in tracing a new line from Luckady to the head of the Tamberchary ghât, viâ Torriotte, to Manantoddy, and as other communications in Wynaad are much in need of his attention, and by the end of September, Wodders may be expected to return to the ghât, and operations recommenced, where his presence will be indispensable, I would strongly recommend that Captain Babington, whom the District Engineer reports to be an energetic officer, and has been of the greatest service to him, may be retained in Malabar, for a further period of 6 months.

4. Government have lately decided on prosecuting more vigorously the repairs of the Parumbady ghât, for the superintendence of which an officer will be required, and Captain Babington's experience will be of the greatest advantage.

5. I have the honor, therefore, to submit for the consideration of Government, the advisability of retaining Captain Babington's services for another period of 6 months, and that as before, his salary amounting to Rupees (1,920) one thousand, nine hundred and twenty, may be defrayed from the one lac fund.

No. 66. ORDER THEREON, 2nd August 1859, No. 1856.

The Government permit the retention of Captain Babington's services in Malabar for a further period of six months for the purpose specified in this letter, his salary being defrayed from the one lac fund of the present year.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 67. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 27th July 1859, No. 3165.

I have the honor to acknowledge the receipt of the Proceedings of the Madras Government, No. 1059, dated 5th May 1859, regarding the capabilities of the Port of Negapatam and Tuticorin.

2. The Roadstead at Negapatam is an open one, the coast not being in any way sheltered, the larger vessels anchoring in 5 and 6 fathoms at a distance of 2 miles, and the smaller craft in 3 and 4 fathoms, water, about a mile from the shore.

1 Original letter from the District Engineer of Tinnevelly No. 36, dated 6th July 1859.
1 Original letter from the District Engineer of Tanjore No. 65, dated 7th July 1859.

3. The Coodoovyaur empties itself into the sea at Negapatam, and vessels of from 150 to 200 tons drawing 5 feet water, when empty, can pass over the bar, and enter the river at spring tides, (varying according to the seasons from 4 to 6 feet.)

4. The railway authorities will not, I apprehend, find any difficulty in landing railway plant and machinery at Negapatam; rafts formed of several catamarans, well lashed together as at Madras, can enter the river, and be brought alongside the jetty, when all the machinery can be lifted out by cranes.

5. For the locomotives and larger machinery, however, a rail must be laid down at low-water's edge, with a truck in readiness to receive the raft at high-water; as the tide recedes, the raft can be dismantled and the trunk removed to its destination.

6. At Tuticorin vessels of large tonnage anchor in 6 fathoms water, at a distance of between 4½ and 5 miles from the shore, to the east of Hare Island.

7. The harbour within Hare Island is shallow and capable only of affording refuge for vessels of light draft, the best passage being from the south, and clear of all danger, now that the key stone rock has had a beacon placed on it.

8. The entrance to the north of Hare Island is not safe for vessels drawing more than 6 feet water.

9. Beacons have been placed on two small rocks in the northern passage, and Government have sanctioned a sum of Rupees 160, for two more on reefs nearer the shore.

10. The construction of a jetty sanctioned by Government,* on an estimate amounting to Rupees 4,650, though not considered any improvement by the mercantile community generally at Tuticorin, as remarked by the Acting District Engineer, must, when completed, be of the greatest benefit to a large number who have not private jetties. Boats can then lie alongside in 5 and 6 feet water, load and unload with the greatest ease, whereas at present, in consequence of the beach shelving so gradually, cargo boats cannot approach within 50 yards from the shore, and bales of cotton, in numerous instances, are conveyed by coolies to the boats, the cost of loading a 15 ton boat containing 100 bales of cotton, each bale weighing 300lbs, amounting to Rupees 3½.

* Budget Statement No. 2. for 1859-60, item 174.

11. Railway plant and Machinery might be beached on rafts of catamarans, and conveyed away to the stores as at Negapatam, with the greatest ease.

No. 68. ORDER THEREON, 2nd August 1859, No. 1857.

Ordered to be communicated to the Financial Railway Department, with reference to proceedings in that department dated 26th April 1859 No. 227.

(Signed) W. C. SIM,
Actg. Dy. Secretary to Government.

Read again Proceedings of the Madras Government in the Military Department, dated 15th and recorded in Proceedings 24th June 1859, No. 2110.

Read also the following letters.

No. 69. From Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 30th June 1859, No. 2263.

I have the honor to acknowledge the receipt of your official Memorandum, No. 141, under date 23rd June 1859, and to inform you that the works included in the estimate of 70,720, Rs. submitted with my letter of the 23rd May 1859, No. 797, for the construction of additional verandahs and out-houses to the married quarters at Jackatalla, are intended to be substituted for the privies estimated for at Rupees 12,900, as sanctioned in Extract Minutes Consultation, No. 537, dated 25th March 1858.

2. The new plan provides for a privy, bath and cisterns at each end of each range of married quarters, one for the men, the other for women, the former plan contained no provision for wash-houses, and privies for both males and females were under one roof.

3. The net amount now requiring sanction is, therefore, Rupees (57,820) fifty-seven thousand, eight hundred and twenty.

4. The entry for brick on edge for cook-room is a clerical error.

No. 70. From Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 9th July 1859, No. 2598.

In acknowledging the receipt of your official Memorandum, No. 161, dated 7th Instant, I have the honor to re-submit the estimate for constructing additional verandahs, &c. to the married quarters at Jackatalla, with the necessary corrections made therein, and to state that the item* in the first estimate, viz. for flooring "cook-room" with brick on edge, should have been for "bath, privy and passage."

1 Abstract Estimate Rupees 57,820.

* Rupees 142.

2. The amount* already sanctioned on the 25th March 1858, has been deducted from the estimate of Rupees (70,720) seventy thousand, seven hundred and twenty, the amount, therefore, now requiring sanction is Rupees (57,820) fifty-seven thousand, eight hundred and twenty.

* Rupees 12,900.

No. 71. ORDER THEREON, 2nd August 1859, No. 1858.

Para. 1. In these letters, the Chief Engineer explains that the estimate of Rupees 70,720 for the construction of additional verandahs and out-offices to the married men's quarters at Jackatalla, was intended to supersede the estimate for Rupees 12,900 for the construction of privies sanctioned in Proceedings dated 18th August 1857 and 25th March 1858 Nos. 1599 & 537.

2. The sum of 12,900 Rupees here referred to is a part of the provision made in two estimates of Rupees 2,46,820 and Rupees 26,080 sanctioned by the Government of India on the 10th July 1857 and 28th January 1853. The additional sum involved in the arrangements proposed in the present papers is therefore the difference between Rupees 70,720 and 12,900 or Rupees 57,820. The first mentioned amount having already been authorized in Proceedings dated 24th

June last No. 1544, the former sanction for Rupees 12,900 for privies in the orders in this Department of the 18th August 1857 and 25th March 1858 Nos. 1599 & 537 is now cancelled.

3. A report of this sanction will be made to the Government of India.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 72. Ordered in consequence that the following letter be despatched.

From J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George ; to Lieutenant-Colonel H. YULE, Officiating Secretary to the Government of India, P. W. D., dated 2nd August 1859, No. 1859.

	Rupees.
* For the Quarters............	2,43,160
Privy for do...............	3,660
	2,46,820

	Rupees.
Additional sum for the Quarters............	16,840
Do. for Privies............	9,240
	26,080

Para. 1. Your office letters dated 10th July 1857 and 28th January 1858 Nos. 3383 and 441, conveyed the sanction of the Government of India for two sums amounting respectively to Rupees 2,46,820* and Rupees 26,080 for† married quarters at Jackatalla, including a sum of Rupees 12,900 for privies.

2. It has recently been brought to the notice of Government that the plan contemplated by the above estimates contained no provision for wash-houses, and that the privies were designed for both males and females under one roof. This being an objectionable arrangement, the Chief Engineer has submitted a plan providing for a privy at each end of each range of the married quarters, one for the men and the other for the women, as well as for a bath and cistern omitted by oversight from the original design, also for a back verandah to each block of buildings to allow of a stair case; all which are stated to be conducive to the comfort of the quarters. No provision has been made for the construction of cook-rooms as the Officer Commanding Jackatalla considers it impracticable for a family with an allowance of 3lbs of wood per diem to provide fuel "with which to cook in a separate cook-house, and also to warm their dwellings."

3. The project, as thus revised, has received the approval of His Excellency the Commander-in-Chief. The Chief Engineer having represented that the progress of the married quarters had been stopped pending sanction to the out-offices, and that the families of the 3rd Battalion 60th Rifles stationed at Jackatalla were expected by the end of the year, the Government have in consideration of the emergency of the case, sanctioned the work being proceeded with at once, at the estimated cost of Rupees 70,720 ; and I am now directed to report the proceeding for the approval of the Government of India. The former sanction for Rupees 12,900 for privies noticed in para. 1, has been cancelled.

4. The revised plan and estimate of the project are herewith forwarded.

No. 73. Read the following Proceedings of the Madras Government in the Public Department, dated 27th July 1859, No. 1155.

Sanctioning Rupees 8,000 for the erection of the proposed Dispensary and also of a detached Ward at Masulipatam, and ordering the work to be included in the next Budget. } (Vide Public Proceedings from 23rd to 29th July 1859, Nos. 47-48.)

No. 74. ORDER THEREON, 2nd August 1859, No. 1860.

* Officiating Chief Engineer's letter	29th October 1858	No. 4956.
Proceedings	20th November „	„ 2464.
„	29th „ „	„ 2555.
Chief Engineer's letter	26th February 1859	„ 8169.

Communicated to the Chief Engineer for information and guidance with reference to the correspondence noted in the margin.*

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 75. Read the following Proceedings of the Madras Government in the Military Department, dated 29th July 1859, No. 2695.

Requesting to secure the purchase of the house belonging to the late Nabob of the Carnatic and now occupied by the Collector at Trichinopoly. } (Vide Military Proceedings from 23rd to 29th July 1859, Nos. 102-103.)

No. 76. ORDER THEREON, 2nd August 1859, No. 1861.

Communicated to the Chief Engineer for immediate attention.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 77. Read the following Proceedings of the Madras Government in the Military Department, dated 27th July 1859, No. 2675.

Approving for immediate execution the alterations and improvements to the European Barracks in the Fort. } (Vide Military Proceedings from 23rd to 29th July 1859, Nos. 68-69.)

No. 78. ORDER THEREON, 2nd August 1859, No. 1862.

Communicated to the Chief Engineer for information and guidance.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Read the following letters.

No. 79. From Colonel A. COTTON, Commandant of Engineers; to J. D. BOURDILLON, Esq., Secretary to Government, dated 8th June 1859, No. 234.

When I was on my late tour in the north, the circumstances of the Port of Cocanada were strongly pressed upon my observation, and it seems advisable that I should request the attention of Government to the case.

2. In 1840-1 the exports of *Produce*, (that is excluding cloths 2,10,000 Rupees), was 90,000 Rupees from the whole Rajahmundry district, chiefly if not all from Coringa and Narsapoor, and little or none from Cocanada.

	Lacs.
3. The average of 10 years preceding the new works was from the whole district	$3\frac{1}{2}$
Average from 1847 to 1850	$9\frac{1}{4}$
do. ,, 1851 to 1854	14
do. ,, 1855 to 1858	19
Exports for 1858-9	39

besides still a small export of cloth in the last year of 1 lac.

4. Thus the total exports of produce from the district has increased 11 fold in 13 years, and it has much more than doubled in two years.

5. The above are the Custom House valuations; I am informed that 25 per cent. may be added for the actual value, making the total exports in the past Fusly just 50 lacs, or half a million sterling.

6. The imports were last Fusly $17\frac{1}{2}$ lacs including Treasure 10 lacs, making the whole trade of the district $77\frac{1}{2}$ lacs, or 775,000£. The export of rice was 50,000 tons, and of other things about 30,000 tons. The number of boats passing the lower locks on the two branches of the main canal, was 15,000 tons carried, including rafts, by estimate above 200,000 tons.

7. It must be observed that the land already watered has not yet by any means come into full production, and that about ½ a million acres remain to be irrigated in this Delta alone. Again, almost the whole of this produce has been grain and seeds; the sugar has not yet much extended, owing, I think, chiefly to the large profit on rice, accompanied with the low state of capital hitherto, and the vast demand for labour in the various works, private and public, connected with the change from dry to wet cultivation.

8. The sugar is, I hear, now extending, and I am of opinion that it will continue to do so. The value of 2 tons of sugar, the produce of an acre, may be taken at 500 Rupees, while that of 2 crops of rice is about 50 Rupees; so that, as sugar is substituted for rice, the value of the produce of the district will greatly increase.

9. Further, the Port of Cocanada must be the outlet for most of the produce of the Kistnah Delta, on account of the great superiority of the harbour; and now that the completion of the Bezaorah and Ellore canal is put in hand, that Delta will be directly connected with Cocanada.

10. Again, the upper Godavery navigation is now fairly commenced; and by the locks in the 1st barrier, (which now enable boats to pass through it when the river is low,) the river is actually open to near Mahadepoor, 220 miles from the sea. It is impossible to calculate what the down trade in four such first rate staples as cotton, wheat, gingely, and linseed, produced in unlimited quantities, and at prices so extremely low, (cotton 2 dalb, wheat ⅙ a bushel, &c.), will become, but there is no probability of any thing preventing its becoming enormous, when the produce is conveyed in a few days at 2 or 3 Rupees a ton, against the present land carriage of 6 or 7 weeks to Bombay, at 70 or 80 Rupees cost.

11. Thus when

1st. The present irrigated land is more perfectly cultivated.

2nd. The remaining 500,000 acres of the Godavery Delta is irrigated.

3rd. When the whole Kistnah Delta is irrigated and most of its produce comes to Cocanada or Coringa.

4th. When the enormous trade exported from the upper Godavery begins to flow down to the same ports, we cannot expect less than that this trade, which has in so few years risen to ¾ million sterling, will in a very few years amount to 3 or 4 millions. Indeed, the produce of part of one Delta alone, having already raised the trade to ¾ million, we can hardly estimate that of the 2 Deltas alone, (3 times the present irrigated area), at less than 2 or 3 millions; which would be besides the upper Godavery trade.

12. Of the present trade of the district, a large proportion, (I have not the exact returns), is landed and shipped at Cocanada, on account of that place being nearer to the anchorage than Coringa, so that it has already become a large trading town.

13. Both these places must, however, now be expected to become first rate towns, and it seems absolutely necessary to take the matter into consideration with reference to the allotment of the ground, and all the questions connected with such places. Unless this is done systematically, there must be endless confusion.

14. I must also most particularly bring to the notice of Government, the very remarkable and alarming situation of these places, when a hurricane blows from a certain quarter. Twice in the times of the English, viz., in 1788, and 1838, the sea has been driven into the Bay with such force, as to rise greatly above its natural level, and submerge a large extent of country to such a depth, as actually to drown almost the whole population. One of the local officers told me he had buried more than 10,000 bodies on the last occasion.

15. This, therefore, must be kept in view in arranging about these towns, and the subject requires very careful investigation. I have thought of the following ways in which the difficulty might be met.

1st. By a sea embankment. This is the work that the Bengal Government have been constructing for many miles near Balasore, where the coast is liable to a similar calamity.

2nd. By making mounds of earth at certain intervals throughout the inundated country, for places of refuge for the inhabitants, with their most valuable effects. But this would alone be of course a very imperfect remedy, as it would leave all buildings not of brick in chunam, to destruction, and it also implies that the people who take refuge on the mounds would be exposed to the storm.

3rd. In certain parts of the towns, it might be enforced that all buildings should be of two stories, and the lower part to a certain height of brick in chunam, and with deep foundations.

4th. Long stone groynes might be run out, both from the shore and the Islands, so as greatly to contract the entrance to the Bay, and so prevent the sea rising so high as formerly. These would also shelter the harbour and make perfectly smooth water at the anchorage.

16. There will certainly be now continual applications for land for building in both places, but especially in Cocanada, and no time, therefore, should be lost in making the necessary arrangements.

17. I should suggest that an intelligent Officer, with the peculiar qualifications for such a duty, should be set apart for this, and directed in communication with the Collector, Engineer, Master Attendant, and merchants, Native and European, to draw up a plan for the arrangement of the buildings, wharves, &c., for the supply of water, drainage, &c., and for the terms on which land should be granted.

18. The port dues must, of course, be now rapidly increasing; and perhaps part of these might in the first instance be appropriated to meet the expense of this establishment, but there can be no doubt that ample funds will be provided for current expenses and for the interest of any large sums that may be required, in the price of land, ground rents, &c.

19. It seems of great importance that nothing should be any longer left to chance in such a case, and that cities of 50,000 or 100,000 inhabitants should not be allowed to spring up, which would be a disgrace to our rule, and in which no systematic precautions had been taken to provide for the health, peace, safety and comfort of the inhabitants, and for the convenience of so extensive a trade.

20. I beg also to point out the importance of putting the Master Attendant's Department on a thoroughly efficient footing, both as respects salary, establishment, boats, &c. Hitherto the salary has been so totally inadequate as literally hardly to afford him a subsistence, and it ought undoubtedly be sufficient to secure the services of a first rate Sailor, without his being under the necessity of entering into trade of any kind.

21. I may also suggest that preparation should be made in every respect for a Commissariat establishment, to provide for the effective landing and shipping and despatching into the interior of troops and stores for Nagpore and Central India; and also for Hyderabad, till the proposed works of the Irrigation Company, provide for their direct despatch from Madras, by the line of Kurnool and the upper Kistnah.

No. 80. From Colonel A. COTTON, Commandant of Engineers; to J. D. BOURDILLON, Esq., Secretary to Government, dated 12th July 1859, No. 275.

On a former occasion I prepared a paper on the manufacture of salt on a large scale under European superintendence in Rajahmundry.

As the navigation of the Godavery is now fairly begun, it seems to me full time for the Government to take this matter into consideration.

The present price of salt in the interior, 4 or 500 miles from the coast, is quite sufficient to prevent its use to any thing like the extent that health requires. It is, indeed, a grievous

thing to see a necessary of life, which God has so abundantly provided, so that in many places it is literally like sand on the sea-shore, (being produced spontaneously), placed by means of the two items of an enormous duty and as enormous a cost of carriage, beyond the reach of the great majority of the people in the interior. The salt that can be got for nothing or for a Rupee or two per ton on the coast, I found selling in the interior at 1 anna a pound, 15 times the price in England, and allowing for the difference in value of money, there, about 3 to 1, 120 *times as dear as in England.* All the way up the river, the first question continually put to us by the people on the banks was, will you bring us salt? a person can hardly conceive the eagerness with which the poor people enquired about this, and bought it when it was sold from the steamer a little below the usual price. If the present excessively severe duty is still to be levied, we can still, by a skilful system of manufacture and river transit, reduce the price in the middle of the country to less than ⅓ of the present cost, and this alone will be an incalculable boon to the people. Even in wealthy England, it was decided that essential as salt was to health, it was bad economy to lay any duty at all upon it. How much more is it incumbent on our Government to do what can be done to reduce its cost in this poor country, where the people live entirely on vegetable food. I believe nobody who is accustomed to eat meat, can conceive the terrible longing for salt by those who live on grain. Dr. Livingstone's testimony on this point is very striking.

I may also observe how greatly such a blessing as this of cheap salt is calculated to bring home to the Natives the benefits of our rule.

Both mercy and policy, therefore, earnestly demand that we should lose no time in preparing for the supply of this vast tract of the basin of the Godavery and the adjoining country, with salt of the best quality and at the lowest price.

It is well ascertained that where the price of salt is sufficiently low, the consumption is very great among a people living upon grain; and probably it is used also to a considerable extent for cattle. At 15 lbs. a head, 15 millions of people, the number that I reckon would be supplied by the Godavery, would require 100,000 tons, yielding to Government, at the present rate of duty, 25 lacs a year in revenue, of which probably ¾ would be additional to the present revenue. This alone, 18 lacs a year, would be an enormous return for any sums that can possibly be spent on the river. I am, indeed, certain that the first year, a great deal more will be gained in new salt revenue than is spent in improving the river, if only sufficient salt and means of transit are provided.

I should also point out how completely the manufacture of salt on a large scale, under a superior European Officer will put an end to salt frauds.

In connection with those proposed works, salt depôts should, of course, be formed at every 20 or 30 miles on either bank of the river, all under the charge of an Officer, who should have a small steamer at his disposal, and visit the different depôts continually.

The following places might, in the first instance, be thus occupied, Koyidthe just W. of the hills, 60 miles from the annicut; Radrumcottah, opposite the mouth of the Savory; Budrachellum, Purnasala, above the first barrier; Monaypet, Enchampilly, at the 2nd barrier; Mahadoopoor, Chinnoor, at the mouth of the Wardah, and Chandah, also some point as far up the main Godavery as boats can go at present above the Wardah.

These depôts will be essential to prevent monopoly prices; and, by keeping down the price, encrease the consumption and the revenue.

The increased consumption of salt will be immediate, and will alone demand a very extensive flotilla to convey it. If a Steamer towed up 500 tons, and made a trip of 400 miles and back in a fortnight, it would take 8 powerful steamers, and 40 or 50 boats constantly working the whole year to take up 100,000 tons.

This is the scale on which we must be prepared to act, the moment we bring into use so powerful an agent as a large navigable river, flowing through a populous country.

I am happy to say the use of the river has fairly begun—about 40,000 Rupees worth of produce from Nagpore, (cotton and linseed), has been brought down, and 20,000 Rupees worth of wire and salt have been taken up; and I have no doubt, that if carriage is provided, several lacs of Rupees worth of goods will be conveyed by it this year.

I would put on it all the tug steamers sent out for the mud boats connected with the dredges, that can possibly be spared for it, as they will be a hundred times more valuable there than in towing the mud boats, leaving the latter to be worked by men.

There is a little steamer for sale for 2,500 Rupees at Cochin, which would be well suited for an Officer's boat, and it would be taken round to the Godavery in the fine weather.

I herewith have the honor to forward a short Memo., on a set of works for the manufacture of salt of superior quality on a large scale.

I cannot conclude without some further remarks on this great question of the Godavery navigation. While for ten years, the prosecution of this measure has been made a question of the expenditure of a few thousand or a lac of Rupees, it is, in the one point of salt revenue only, and that on the single article of salt, in reality a question of many lacs of Rupees a year. And the flotilla that is absolutely necessary to take up the salt, will bring down ¼ a million tons of the great staples, cotton, gingely, linseed, and wheat, giving an entirely new value to the whole produce of that fertile country, and producing scuh a revolution there, as it is impossible fully to comprehend.

There cannot be the least doubt that with this access to foreign markets, Nagpore could pay 100 lacs of revenue, instead of its present 40 lacs, and at the same time be ten times as wealthy a country as it now is. The following are the *values* of the five staples, at Cocanada, at present, and the *cost* of the same obtained by adding the river transit to their cost, in Nagpore and Rajahmundry respectively; viz:—

	Cost.	Value.	Diff.
Salt per ton	37	108	71
Cotton	235	450	215
Wheat	20	105	85
Gingely	48	94	46
Linseed	37	98	61

If we take the average difference of *cost* and *value* of these articles at Cocanada at 80 Rupees a ton, the saving on 100,000 tons of salt taken up, and of 250,000 tons of produce taken down, would be 280 lacs or 2¾ million sterling and this is a bonâ fide saving, to be divided between the sellers, buyers and merchants. The profit on the produce brought down, as it could not materially affect the London market, would be all divided between the *producers* and the merchants; that on salt, if the Government establishes depots, would all fall to the *purchasers*, the Government having the benefit of the increased amount of tax. And besides these main staples, there will be an immense trade in hemp, wax, lac, and various other products, both of the cultivated country and of the forest, besides the timber trade, which alone, when the river is opened and an end put to the oppression of the zemindars, will become an enormous trade. When to these we add a vast passenger traffic, some idea may be formed of the importance of this undertaking.

The above quantities certainly are not exaggerated. When we find an export of 40 lacs a year from 3 or 4,000 square miles in the lower Godavery, springing up in a few years, before the resources of that tract are one fifth part developed, we are certainly far from fully estimating at 250 lacs, the exports of 150,000 square miles of country, producing all the greatest articles of demand in England.

Salt for the Godavery Basin.

I think, including part of the Basins of the Mahanuddee and Nerbudda, and of Central India, not less than 15 millions of people will be supplied with salt by the Godavery and its afflu-

ents; and so cheaply, that I think we may reckon upon 15 lbs a head per annum being demanded, which would make a total demand of 100,000 tons from Rajahmundry, besides exports by sea.

The cost at Nagpore, for instance, I reckon would be, if prepared as below proposed.

	Per ton.
Manufacture, &c...	1 Rupee.
Duty	25 Rs.
Carriage 500 miles at 2 pice per mile	6 ,,
Sundries......	5 ,,
Total Rupees	37 per ton.

present price at Kamptee 110 Rupees, or more than 3 times the above estimated cost.

To provide this large quantity of salt, I would substitute the systematic manufacture of it on a large scale under European superintendence, for the present petty wasteful and imperfect mode adopted, by men who have neither capital nor mechanical skill, nor any idea of doing things on an extended scale,

I have no doubt that under very simple arrangement, salt can be made in any quantities perfectly pure and white, and delivered into boats for transport at 1 Rupee a ton.

A square mile of area contains 3 millions of square yards, and the evaporation of the dry months from November to May is about 5 feet of depth—allowing 4 feet, a square mile would evaporate 4 million cubic yards of sea water, containing ½ cwt. of salt per cubic yard or 100,000 tons in all. A single square mile would thus evaporate sufficient sea water to yield the quantity required.

To raise this quantity of sea water, suppose 10 feet so as to spread it over land out of the reach of accumulations of fresh water, would require a 12 Horse Engine to work for 170 days, and would cost 2,000 Rupees a year, including interest. The water should be pumped either from the sea itself, or from some creek where it was as clear as possible, and be led by a channel to where it was to be evaporated. It should be first distributed over a larger area and when become nearly saturated brine, should be led through a filter into a smaller area, which should be carefully prepared, so that the salt could be collected from it perfectly clean. Rails should run through this area, and laid into large sheds, from which the salt might be discharged from rail waggons into boats lying in a canal cut through the works. Thus the only handling the salt would require would be the carrying a few yards from the evaporating ground and loading it into waggons, and again loading it into waggons inside the stores, when it was to be put in the boats.

It is evident that to spend 100,000 Rupees a year on as many tons of salt prepared in this way, would provide ample means of every kind, including interest on buildings, rails, &c.

It would not be necessary to store all the salt in buildings; most of it might be stored as at present, but it would be convenient to have considerable godowns, so that boats might be loaded in wet weather under cover.

I need not here enter into details respecting the arrangement of these works.

No. 81. ORDER THEREON, 3rd August 1859, No. 1863.

The former of the papers above recorded proposes measures for the improvement of the port and town of Cocanàda; the latter for the management of the salt trade of Rajahmundry, under the rapid enlargement likely to be produced by the opening of the Godavery for navigation.

2. The Governor in Council has read both papers with interest, and agrees generally with both. He resolves now as a preliminary step, to appoint an officer to the special duty of considering and reporting the details necessary for carrying Colonel Cotton's views on both subjects into effect; and he has resolved to select Captain J. F. Stoddard, Executive Engineer in the Godavery Division, for this important task. Captain Stoddard will be relieved from other duties, and his place in the Department will be supplied temporarily by another Officer; but he will draw his departmental pay and allowances, pending further orders, as a special and extra charge.

3. Captain Stoddard will be at liberty to proceed up the Godavery, so far as that may be necessary to enable him to judge of the arrangements proper in regard to the salt trade, and the District Engineer will be instructed to give him all the aid in his power to enable him to do so.

4. Captain Stoddard's enquiries will not extend to the revision of the Master Attendant's Department; but para. 20 of Colonel Cotton's letter of the 8th June will be communicated to the Marine Department for the consideration of that question.

5. Ordered to be communicated to the Chief Engineer together with copy of the two letters recorded above, in order to the necessary instructions being issued to Captain Stoddard and the District Engineer. Colonel Bell will be requested to propose the name of an Officer to be appointed to occupy Captain Stoddard's place in the Department.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 82. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 29th July 1859, No. 3254.

1 Letter from the District Engineer Chingleput No. 454, dated 20th July 1859, with 1 enclosure.

I have the honor to forward for submission to Government, the accompanying correspondence relative to the proposed purchase by Government of the property known as Pugh's Gardens, belonging to the estate of the Nabob of the Carnatic.

2. Mr. Kennedy, Executive Engineer, states that the projected junction line to connect the northern and southern canals will pass through the ground, that part of it is already the property of Government, and the site of an intended landing place and basin. He also shews that owing to the condition of the house and garden, the property is not likely to fetch a large sum, but that it will be more valuable to Government than to private parties, and among other purposes, will serve as an excellent site for workshops for the canal establishment.

3. The District Engineer, Captain Moberly, supports Mr. Kennedy's views and recommends the purchase; he proposes to allot the house as the residence of the Executive Engineer, charged with a proper rent.

4. Concurring in the opinions of the officers named above, as to the advantage of securing the property about to be submitted to public auction, and anticipating the adoption of early measures for constructing the junction canal, I beg to recommend that Pugh's Gardens be purchased by Government.

No. 83. Order thereon, 3rd August 1859, No. 1864.

Under the circumstances represented the Government sanction the purchase of the property known as Pugh's Gardens, at auction, for a fair price, and authorize the Chief Engineer to make the necessary arrangements for that purpose.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 84. Read the following Proceedings of the Madras Government in the Public Department, dated 29th July 1859, No. 1163.

Directing that in future the orders specified, be attended to, in performing the repairs to the Esplanade Railings, &c. } (Vide Public Proceedings from 23rd to 29th July 1859, Nos. 61-62.)

No. 85. Order thereon, 3rd August 1859, No. 1865.

Communicated to the Chief Engineer and Board of Revenue.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 86. Read the following Proceedings of the Madras Government in the Judicial Department, dated 29th July 1859, No. 1013.

Approving the steps taken for improving and repairing the Chicacole Jail. } (Vide Judicial Proceedings from 23rd to 29th July 1859, Nos. 54-55.)

No. 87. ORDER THEREON, 3rd August 1859, No. 1866.

This order having already been communicated to the Central office, the Chief Engineer is now informed that the estimate amounting to Rupees (95) ninety-five for constructing a palisade from the outer to the inner gate of the Chicacole Jail is sanctioned for immediate execution.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 88. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge of the Central office of Public Works; to J. D. BOURDILLON, Esq., Secretary to Government, dated 2nd August 1859, No. 3345.

No. 1827 dated 30th July 1859.
1 Private Note from Capt. Thornton.

With reference to the orders of Government marginally quoted, I have the honor to recommend Captain C. Thornton, of the Artillery, as a fit and proper Officer for employment in examining the Bibbree and Wynegunga rivers.

G. O. G. 8th January 1850, No. 3, Page 15, Government, Gazette.

2. Captain Thornton, was appointed Superintendent of Roads in Canara in January 1850, and subsequently an Assistant Civil Engineer on the 24th June 1853, and so continued until the 17th October 1854, when he had leave of absence on medical certificate to proceed to Europe. His later duties had been chiefly the construction of the Singarwari ghât, where, I believe, he contracted fever.

3. Captain Thornton has passed in Persian, Hindustani and Canarese, and bears the character of an energetic, intelligent officer, and I take the liberty of forwarding a private application from him, soliciting re-employment in the Department of Public Works.

4. Having consulted Colonel Arthur Cotton on the subject, I am authorized to express his full concurrence in my recommendation.

No. 89. ORDER THEREON, 4th August 1859, No. 1867.

Resolved that application be made to His Excellency the Commander-in-Chief through the Military Department for the services of Captain C. Thornton of the Artillery in view to his employment in the examination of the Bibbree and Wynegunga rivers.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 90. Read the following letter from R. R. COTTON, Esq., Civil Judge in charge; to J. D. BOURDILLON, Esq., Secretary to Government, dated Madura, 30th July 1859, No. 197.

I have the honor to report for your information that, Mr. Phillips having vacated the Government building commonly called to " The Tunkum," I have this day, subject to the approval of Government, granted to Captain D. D. Graham, agent to the Ceylon Government, permission to rent the same, with the out-buildings; and request, if Government have any objection to urge, I may be informed of it without delay.

No. 91. ORDER THEREON, 4th August 1859, No. 1868.

Referred to the Chief Engineer for report.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 92. Read the following.

No. 3340.

List of Bill submitted for the sanction of Government which exceeds its estimate by more than 5 per cent.

Audit No.	Date of Bill.	Description of Work.	Amount of Estimate.	Amount of Bill.			Excess.			Per centage of Excess.	The year to which the expenditure appertains.	Remarks.
		Tinnevelly.	Rs.	Rs.	A.	P.	Rs.	A.	P.			
834	1859 April 30	For the construction of a sand dam in the Tambrapoorney river for diverting water into the channel supplying the Corkay tank........	230	267	3	10	37	3	10	$16\frac{5}{8}$	1858-59	This excess has been caused by the freshes in the river during 1858-59, having been of frequent occurrence, and it was necessary to construct the dam seven times.

Central Office of P. W.,
Fort Saint George,
2nd August 1859.

(Signed) E. LAWFORD, Lieut.-Colonel,
Dy. Ch. Engr. C. C., in charge of Central Office of P. W.

No. 93. ORDER THEREON, 4th August 1859, No. 1869.

The Bill is sanctioned.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 94. Proceedings of the Madras Government, dated 4th August 1859, No. 1870.

President.
Captain C. C. Johnston Engineers.
Members.
Reverend F. G. Lugard, M. A., Acting Garrison Chaplain.
Doctor W. J. vanSomeren, Garrison Assistant Surgeon.

It is found that a committee composed as in the margin examined Mr. W. S. Ranson agreeably to order, and reported that he was "qualified for admission into the Public Works Department." This being the whole tenor of the Report, the Government are at a loss to know by what standard he was examined, or in what grade he was found qualified to enter; and they resolve to call on Captain Johnston as President of the committee to furnish this information. A copy of the committee's Report will be transmitted to Captain Johnston with this order.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 95. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of the Central office; to J. D. BOURDILLON, Esq., Secretary to Government, dated 2nd August 1859, No. 3347.

I have the honor to forward for submission to Government, the accompanying letters* from the District Engineer of Trichinopoly, recommending Sub-Conductor L. Cahill, Assistant Overseer in his district, for promotion to an Overseer, vice Alexander resigned.

* Dated 25th June and 13th July 1859, Nos. 261 and 338.
Proceedings dated 6th July 1859 No. 2491.

2. Sub-Conductor Cahill's past services are reported to be as follows:

1st. That he was employed at the Magnetic Observatory from December 1840 till December 1847, and was during the last three years of that period as principal assistant.

2nd. That he was employed on the Godavery annicut from January 1848 to November 1849, as an Assistant Overseer, when he was sent to the Straits as Serjeant Overseer of the Superintending Engineers Department.

3rd. That he returned to Madras and entered the Public Works Department in December 1858.

3. The District Engineer reports that, though Mr. Cahill has not the same experience as others in the Department in the duties of a range, yet he has great tact and powers of organization, that he has placed the Military buildings in good order, and has been able to undertake repairs of irrigation works in a small circle round Trichinopoly, whence he cannot be spared for any time.

4. As to Sub-Conductor Cahill's qualification, the District Engineer states that, he believes him to be equal to his contemporaries and juniors of the Sappers, who are now Supervisors and Sub-Engineers, and some even Executive Engineers, and as it appears that by being away from this Presidency, he had lost all the advantages which others, his juniors have succeeded in obtaining on the formation of the remodelled Department of Public Works, I have the honor to recommend that he may be appointed an Overseer, vice Alexander resigned.

No. 96. ORDER THEREON, 4th August 1859, No. 1871.

The Governor in Council resolves to refer Colonel Lawford to Rule II in para. 6 of the order of Government of March 15th 1859 No. 596, by which he will perceive that this reference to Government was unnecessary.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 97. Read the following letter from J. L. LUSHINGTON, Esq., Civil Auditor; to J. D. BOURDILLON, Esq., Secretary to Government, dated 21st July 1859, No. 363.

In acknowledging the receipt of the orders of Government, dated 18th instant, No. 1732, in the Public Works Department, calling for a report on the present practice observed in respect to the civil salary of Non-commissioned and Warrant officers, when sick at the station, I have the honor to inform you, that, it has always been the practice to deduct a moiety of the civil salary from the sick subordinate, whenever his name was exhibited in the leave statements forwarded to this office, with the salary bills for audit.

No. 98. ORDER THEREON, 5th August 1859, No. 1872.

With reference to a late order of the Government of India the Civil Auditor reports the present practice of dealing with the civil salaries of military persons employed in the Depart-

ment of Public Works when sick at their stations, but that order does not seem to bear on the case of such persons. It relates to military or regimental allowances, and not to staff salaries, which alone are passed by the Civil Auditor in the case of the Public Works Department.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 99. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 22nd July 1859, No. 2968.

1 Original Proceedings from the Revenue Board, with Collector's letter
1 attached.
1 Original letter from the District Engineer.
1 Plan.
1 Abstract estimate.

* No. 2583, dated 2nd July 1859.
† No. 10, dated 25th May 1859.

I have the honor to forward, for submission to Government, a plan and estimate amounting to Rupees (110) one hundred and ten, for constructing a privy in the compound of the traveller's bungalow at Sattimungalum, in the district of Coimbatore.

2. The Board of Revenue, through whom the above plan and estimate, were received, recommend,* the execution of the work, the District Engineer having represented† that a privy is indispensably necessary at that place.

3. The estimate has been examined and corrected in this office, the rates therein given are moderate but sufficient to carry out the work, and are those current in the Coimbatore District. I beg, therefore, to request that Government will be pleased to sanction the amount, viz. Rupees (110) one hundred and ten, for immediate execution.

No. 100. ORDER THEREON, 5th August 1859, No. 1873.

The Government sanction the estimate received with this letter, amounting to Rupees (110) one hundred and ten, for immediate execution.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 101. Proceedings of the Madras Government, dated 5th August 1859, No. 1874.

The Honorable the Governor in Council proceeds to pass orders on the letter in this Department from the Home Government, dated 30th June 1859, No. 13.

HIS EXCELLENCY THE HONORABLE THE GOVERNOR IN COUNCIL FORT SAINT GEORGE.

Having received a letter from Mr. Edward Fisher, (of which a copy is enclosed), dated Bezoarah 12th May 1859, expressing a wish that a portion of his salary might be paid to his sister in this country, I have to request that you will inform Mr. Fisher that his application should have been made through your Government.

(Signed) CHARLES WOOD.

Public Works Department, Bezoarah, East Indies, May 12th 1859.

SIR,

I should be obliged greatly by a settlement existing between the East India Government and Edward Fisher, 1st Class Engineer, now at Bezoarah, Madras Presidency, Public Works Department.

SIR,—You would greatly oblige by causing the money to be forwarded to my sister, Elizabeth Fisher, now residing at Spring Cottage, Wright Street, Small Heath, near Birmingham, being favoured, dear Sir, with your voice.

(Signed) EDWARD FISHER,
1st Class Engineer, Public Works Department, Bezoarah, Madras Presidency, East Indies.

58£ 6s. 8d., half pay due up to 19th May to E. Fisher, which I trust will be forwarded as speady as possible to Elizabeth Fisher.

Forwarded to the Chief Engineer in view to the necessary communication being made to Mr. Fisher.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 102. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 25th July 1859, No. 3059.

I have the honor to submit, for the orders of Government, an original letter from the District Engineer of Ganjam, dated 11th May 1859, No. 21, requesting that an annual maintenance allowance may be sanctioned for the road from Gungapoor to Russelcondah on the Berhampore, Aska and Russelcondah road.

2. The distance between the two stations is stated to be 13 miles, and at 120 Rupees per mile, the cost of the maintenance allowance amounts to Rupees 1,560, for which provision was made in the current year's Budget, under the head of " repairs of roads not provided with special grants." The road in question is in continuation of that for which a maintenance allowance of Rupees 1,440 was sanctioned in Extract Minutes Consultation, dated 31st May 1858, No. 1032, viz., from Aska to Gungapoor. If the amount now applied for is sanctioned, it will complete the allowance for the entire road from Berhampore to Russelcondah, the portion from the former place to Aska &c., having been previously provided for in the Budget, at Rupees 3,000.

3. The District Engineer states that the traffic on the portion of the road under notice is at times very heavy, and averages about 200 carts a day, and that constant attention is required to guard it against the effects of the heavy rains of Goomsur. It connects Russelcondah, the hilly tracts of Orissa, and the Khoond country, with the large commercial town of Berhampore, the port of Munsoorcottah and the salt pans of Ganjam.

4. Under the above circumstances, I request that Government will be pleased to accord their sanction to the amount of the annual maintenance allowance now applied for, viz., Rupees one thousand five hundred and sixty, (1,560), to take effect from 1st May 1859, the amount to be met from the sum provided in the Budget of 1859-60, as noticed above.

No. 103. ORDER THEREON, 5th August 1859, No. 1875.

The Government sanction an annual maintenance allowance of Rupees 1,560 for the road from Gungapoor to Berhampore. The grant will take effect from the 1st May 1859, and the amount will be met from the sum provided for in the Budget of the current year on account of " Repairs of roads not provided with special grants." The amount sanctioned will be entered in the Statement No. 3 of future Budgets.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 104. Proceedings of the Madras Government, dated 5th August 1859, No. 1876.

Read Return from the Chief Engineer dated 12th July 1859 No. 2664 of estimates sanctioned by him during the month of June 1859.

GUNTOOR.—Constructing a privy platform for the Jail, Rs. 38.
SALEM.—Erecting a well in the Hanoomuntrajah's pass for the use of the tannah poons on the road between Rageepoor to Ahtoor, Rupees 164.
MALABAR.—Erecting parapet wall and railings in the verandah of the Moonsiff's Court at Tellicherry for the accomodation of the Vakeels, Rupees 97.
MADRAS.—Alterations to the guard-rooms at the principal gates of Fort St. George, Rupees 366.

Cuddapah.
Improving the town of Mudnapilly and roads in the Sub-Collectorate, Rupees 2,000.

1. The items noted in the margin being for works in the Judicial and Military Departments, the Chief Engineer will be good enough to state under what authority they were sanctioned for immediate execution as minor new works. The orders of 6th July 1858 No. 1294 do not authorize such a course.

2. The Chief Engineer will be good enough to report the nature of the improvements to the Town here referred to.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 105. Read the following letter from G. S. FORBES, Esq., Collector of Ganjam; to J. D. BOURDILLON, Esq., Secretary to Government, dated 15th July 1859, No. 210.

With reference to para. 9 of the order of Government, dated the 1st instant, No. 1613, I have the honor to state, that I propose a salary of Rupees 25, for the extra writer about to be nominated, for preparing the Register of Irrigation works of this District. His services will be required for about 6 months.

No. 106. ORDER THEREON, 5th August 1859, No. 1877.

Referring to para. 9 of the order of the 1st July No. 1613 the Government sanction the employment of a writer for six months on a salary of Rupees 25 per mensem for the preparation of the Register of Irrigation works in the Ganjam District.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 107. Proceedings of the Madras Government, dated 5th August 1859, No. 1878.

The Honorable the Governor in Council proceeds to pass orders on the letter in this Department from the Home Government dated 30th June 1859 No. 12.

HIS EXCELLENCY THE HONORABLE THE GOVERNOR IN COUNCIL, FORT SAINT GEORGE.

I have to inform you that the request of Mr. J. Flockhart forwarded with your letter dated 21st of April last No. 8, that orders might be issued for discontinuing the payment of any portion of his salary to his family from and after July next has been complied with.

Communicated to the Chief Engineer and Civil Auditor.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 108. Read the following Proceedings of the Madras Government in the Military Department, dated 1st August 1859, No. 2716.

Improvement of the drainage of the European Barracks at Arcot at Rupees 630, approved for immediate execution. (Vide Military Proceedings from 30th July to 5th August 1859, Nos. 30-31.)

No. 109. ORDER THEREON, 5th August 1859, No. 1879.

Communicated to the Chief Engineer for information and guidance.

The attention of the Central office is requested to para. 2.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 110. Read the following Proceedings of the Madras Government in the Financial Railway Department, dated 2nd August 1859, No. 415.

Requesting to prepare an estimate of the cost of the proposed Harbour for boats and small vessels at Beypoor and submit the same to the Supreme Government for sanction. (Vide Financial Railway Pros. from 30th July to 5th August 1859, Nos. 12-13.)

No. 111. ORDER THEREON, 5th August 1859, No. 1880.

Communicated to the Chief Engineer for early attention to para. 1, with reference to Proceedings in this Department dated 16th May last No. 1170.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 112. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 23rd July 1859, No. 3039.

Referring to the Proceedings of Government marginally noted, I have the honor to forward herewith, letters received from the Superintendent of Marine and the Acting District Engineer, Canara, from which it will be observed that those officers are of opinion that a buoy or other mark is not necessary to shew the rock at Tuddry, on which the "Rose Ellis" was lost.

Dated 7th May 1859, No. 1081.
" 28th do. " " 1293.
1 Letter from Acting District Engr. Canara, dated 12th July 1859 No. 429.
1 do. do. Supt. of Marine, dated 27th June 1859, No. 2553.

2. Mr. Franklin explains that the Collector of Canara has been unable to obtain further information than that the vessel in question having sailed with the land-wind, met the sea-breeze and then anchored and swung on the rock. From private intelligence received by the former officer, it would appear that she was at the time warping out with very slight warps, and that in consequence of one of those giving way, she drifted on the rock. In neither case, therefore, does it appear, as Mr. Franklin justly observes, that the vessel grounded from the position of the danger being unknown.

3. Lieutenant Hunter reports having consulted with all authorities conversant with naval affairs with whom he has met, and that they are unanimous in thinking that it is unnecessary to buoy the particular rock on which the "Rose Ellis" was lost.

4. Mr. Franklin proposes to re-open the question on the arrival of Lieutenant Taylor of the Indian Navy at Madras; but from the District Engineer's letter, it will be seen that that officer has been consulted in the matter, and that he is of opinion that, "a beacon or perch on "the point of sand which defines the other side of the channel would be very desirable, as "ships frequently, by trying to keep clear of the sand, get on the rocks." This suggestion, it appears, has been made direct to Government by Lieutenant Taylor, and would seem to be all that is necessary.

No. 113. ORDER THEREON, 5th August 1859, No. 1881.

Ordered that the foregoing letter be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 114. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 27th July 1859, No. 3180.

In the statement of executive ranges submitted with my letter, dated the 12th instant, No. 2668, the average public works expenditure during the last three years for the District of Vizagapatam has been left blank. The District Engineer has just furnished the information in the accompanying letter, which I beg herewith to submit, and to request that the necessary entry in that statement may be made in the Government office.

Dated 18th July 1859, No. 288.

No. 115. ORDER THEREON, 5th August 1859, No. 1882.

Ordered that the forgoing letter be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 116. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 27th July 1859, No. 3145.

Referring to the observations made by Government in their Proceedings of the 20th instant, No. 1739, that it is not apparent why the estimate for re-roofing the traveller's bungalow at Rajahmundry, which is one for repair only, was not sanctioned by me under the rules laid down in Extract Minutes Consultation of the 17th June 1856, No. 989, I have the honor to report that, the rules in question restrict the power of the Chief Engineer to sanctioning estimates for repairs to buildings not exceeding one fourth of their value. On reference to the orders of the late Court of Directors, dated 6th January 1847, No. 2, published at page 25 of circular order book, it will be observed that the maximum cost of a traveller's bungalow is limited to Rupees 2,000, which, in consequence of high prices, is in some Districts exceeded, but never by so much as would have made it competent for me, under the rule above specified, to sanction the estimate for the repair of the Rajahmundry bungalow, which amounted to Rupees (1,320) one thousand three hundred and twenty.

No. 117. ORDER THEREON, 5th August 1859, No. 1883.

Ordered that the foregoing letter be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 118. Read the following Proceedings of the Madras Government, in the Financial Railway Department, dated 25th July 1859, No. 1884.

Communicating observations made by the Consulting Engineer on the orders of Government, Public Works Department, dated 7th July 1859, No. 1649, on the subject of railway feeding roads. } (Vide Financial Railway Proceedings from 23rd to 29th July 1859, Nos. 3-4.)

No. 119. ORDER THEREON, 5th August 1859, No. 1884.

Ordered that the foregoing Proceedings be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

PUBLIC WORKS DEPARTMENT,

PROCEEDINGS OF THE MADRAS GOVERNMENT,

From 6th to 12th August 1859.

MEETING OF COUNCIL, FRIDAY 12TH AUGUST 1859.

Present.

THE HONORABLE SIR C. E. TREVELYAN, K. C. B.,
GOVERNOR AND PRESIDENT,

HIS EXCELLENCY LIEUT. GENERAL SIR P. GRANT, K. C. B.,
COMMANDER-IN-CHIEF.

THE HONORABLE W. ELLIOT, ESQ.,

AND

THE HONORABLE W. A. MOREHEAD, ESQ.,

No. 1. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 29th July 1859, No. 3262.

1 Letter from the District Engineer Chingleput, No. 378, dated 13th July 1859.
1 Extract Proceedings of the Board of Revenue, No. 2238, dated 13th July 1859, with 1 enclosure.
1 Abstract estimate.
1 Plan.

I have the honor to submit herewith, for the sanction of Government, an estimate amounting to Rupees 18,560, for constructing a Collector's cutcherry at Sydapett.

2. In Extract Minutes Consultation, No. 986, dated the 15th September 1856, Government, on the recommendation of the Board of Revenue, for the transfer of the Hoozoor Treasury and Collector's office to Sydapett, directed the Board, if the house proposed by the Collector was approved of by them, to submit a plan and memo of its cost, together with an estimate for any repairs or improvements that may be found necessary, or if disapproved of by them, to fix on a site and furnish a description of it, together with plans and estimates, for the cost of the ground and the buildings. On the 13th October 1856, the District Engineer of Chingleput was informed by the Collector, that the Board of Revenue disapproved of the buildings proposed for a Collector's cutcherry at Sydapett, and was

at the same time requested to furnish plans and estimates for such a building on a liberal scale, which were accordingly forwarded to the Collector on the 27th November 1856, and transferred by that officer to the Board of Revenue. On the 27th November 1857, the Collector informed the District Engineer, that the Board of Revenue did not think it of any use to lay the proposition before Government, on account of the low state of the finances at that time, and that they also considered the estimate to have been prepared on too large a scale, the District Engineer, was, therefore, desired to reduce the estimate to Rupees 18,000. Under this state of things, Captain Moberly was of opinion that it was intended that the subject should stand over for some time, when on the 1st October 1858, the Collector called upon him to send in the estimate in time for the Budget. Captain Moberly states, that he commenced the preparation of the estimate immediately, but found great difficulty in lowering it to the amount limited by the Collector, providing at the same time for the accommodation he required. At this stage of the proceedings the Budget lists were closed, and the District Engineer allowed the estimate to lie over until the month of April this year, when it was forwarded to the Collector. The estimate has been examined and corrected in this office, and considering the urgent necessity for the building in question, as represented by the Board of Revenue, and the delay that has already occurred in submitting the proposition to Government, I beg to recommend the same for their early sanction.

3. The plan is, in my opinion, suitable in all respects, and the rates allowed in the estimate appear to be as moderate as is consistent with efficiency, while I also believe them to be sufficient.

No. 2. ORDER THEREON, 6th August 1859, No. 1885.

Before sanctioning the estimate received with this letter, the Government wish to be satisfied that it provides sufficiently for all that a Collector's cutcherry requires, and that they will not be called upon, after this building is completed, to sanction estimates for additional accommodation. The Deputy Chief Engineer in charge will be requested to explain in detail how and where it is proposed to place the several offices and departments, and whether the accommodation for each one is considered by himself and by the Board of Revenue to be suitable and sufficient. The designation given to some rooms, viz. Serishtadar's and Naib Serishtadar's, are now inappropriate.

2. It is observed however that the Government have lately purchased the premises known as Sir J. Homes' gardens, and it occurs to the Governor in Council that this house might be turned into a convenient Kuchéri for the Collector, at less cost and in less time than would be required for the erection of a new building. The Chief Engineer in communication with the Board of Revenue will be pleased to report by what alterations and at what cost this might be done.

(Signed) J. D. BOURDILLON,

Secretary to Government.

No. 3. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 15th June 1859, No. 1673.

No. 105 dated 31st May 1859. Lieutenant-Colonel Lawford having twice urged the imposition of a toll on the Sigur ghât, I referred the question to the Collector of Coimbatore, whose opinion, as well as my own is against the measure,

2. Under ordinary circumstances, I should not think it necessary to submit the question to Government; but considering Lieutenant-Colonel Lawford's position, I think it right to give him the opportunity of stating his views.

3. Lieutenant-Colonel Lawford proposes that the ghât, which he states to have a slope of 1 in 10, shall be improved upon a plan approved by himself and the District Engineer, and to meet the expense he would levy tolls on the ghât according to a certain scale. I cannot conceive how any amount of toll that can be realized, will provide much towards the reform of the ghât; for that would require a new alignment, which I have reason to believe, would be tantamount to a new ghât; but I have not dealt with that question, as I consider the tolls in themselves objectionable. I pointed out that they would enhance the present prices of food and other necessaries on the Hills; and though Lieutenant-Colonel Lawford affirms that the addition of the toll would make no appreciable difference in prices, I observe that this would be true only on the supposition of the supplies being undiminished, which it seems to me probable would not be the case if a toll were imposed. The Ootacamund market is evidently not willingly resorted to, or its prices could not be so high as they are, relatively to those of the plains; and I should very much fear, that in the present state of the ghâts, which causes heavy losses of carriage animals, a toll would operate as a great discouragement of traffic. If the Government were first to make a really good carriage ghât at Sigur, the question of a toll might then be fairly considered. My opinion is that tolls ought to be laid first upon good roads on which there is a large traffic, and which are maintained always in efficient condition.

April 28th 1859.

Letter May 12th 1859.

No. 4. ORDER THEREON, 6th August 1859, No. 1886.

The Government fully share Colonel Lawford's views as to the importance of improving the Sigúr Pass; but they agree with Colonel Bell that a toll on it in its present state would be peculiarly objectionable. Orders having already been passed respecting the repair of the ghât, no further order on the present paper is required.

Progs. dated 12th July 1859 No. 1688.

(Signed) J. D. BOURDILLON,

Secretary to Government.

No. 5. Read the following Proceedings of the Madras Government in the Military Department, dated 29th July 1859 No. 2701.

Erection of Cells, Prisons, &c. at Jackatalla and repairs to the old temporary married quarters to be commenced at once and the plan and estimate for a Military Prison at that station to be transmitted for sanction to the Government of India. (Vide Military Proceedings from 23rd to 29th July 1859, Nos. 114 at 116.)

No. 6. ORDER THEREON, 6th August 1859, No. 1887.

Communicated to the Chief Engineer for immediate attention with reference to para 2.

2. The estimate for the Prison at Jackatalla, was sanctioned for immediate execution in Proceedings in this Department dated 1st instant No. 1846.

(Signed) J. D. BOURDILLON,

Secretary to Government.

No. 7. Read the following.

List of a Bill received from the District Engineer of Nellore submitted for the sanction of Government which exceeds its estimate by more than 5 per cent.

Date of Bill.	Audit No.	Description of Work.	Amount of Estimate.	Amount of Bill.			Excess.			Per centage.			To what year expenditure appertains.	Remarks.
1859			Rs.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.		
June 16	952	Repairing Cutwall's Choultry at Nellore......	50	54	2	4	4	2	4	8	4	8	1858-59	The small excess is stated to be owing to the difficulty experienced in stopping the leaks in the roof, which necessitated a portion of the work being done again.

Central Office of P. W.,
Fort Saint George,
1st August 1859.

(Signed) E. LAWFORD, Lieut.-Colonel,
Dy. Ch. Engr. C. C. in charge of Central Office of P. W.

No. 8. ORDER THEREON, 6th August 1859, No. 1888.

The Bill is sanctioned.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 9. Read the following.

No. 3341.

List of Bill for emergent works submitted for the sanction of Government.

Date of Bill.	Audit Number.	From whom received.	Description of work.	Amount.			To what years expenditure appertains.	Remarks.
1859.				Rs.	A.	P.		
March 30	606	Special Executive Engineer Neilgherry Barracks, at Jackatalla.	Alterations and additions to temporary barracks for a temporary church at Jackatalla, in the District of Coimbatore...............	313	13	10	1858-59.	Government, in authorizing the work, directed in Ex. Mins. Cons No. 473, dated 16th March 1858, that an estimate of the cost of the work should be submitted for formal sanction, which was communicated to the District Engineer on the 20th of the same month, but no estimate has been received in the Central office. On the receipt of the Bill it was ascertained that an estimate was submitted in June 1858, by the Executive officer to Captain Francis, the then District Engineer of Coimbatore, but why that Officer did not forward it on cannot now be ascertained, as he has left for England on sick leave, and the estimate alluded to cannot be traced by Mr. Fraser in the records of his Office.

Central Office of P. W.,
Fort Saint George,
2nd August 1859.

(Signed) E. LAWFORD, Lieut.-Colonel,
Dy. Chief Engr. Central Circle, in charge Central Office of P. W.

No. 10. ORDER THEREON, 6th August 1859, No. 1889.

The Bill is sanctioned.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Read the following papers.

No. 11. From Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer of Central Circle, in charge of Central Office of Public Works; to J. D. BOURDILLON, Esq., Secretary to Government, dated 3rd August 1859, No. 3439.

I have the honor to report for the information of Government, that the Cauvery was freshed on the 19th of last month, and on the 26th, water to the depth of 6′-6″ and 5′-9″ flowing over the south and north branches of the upper annicut, with 12 feet water in the Cauvery, a higher fresh than has passed down the river so early in the season since 1853.

2. The District Engineer of Tanjore reports* having examined, on the 29th, the bridges on No. 4 road, near Tanjore, the depths of water as follows.

* No. 95, dated 29th July 1859.

Vennaur	11 feet of water.
Vettaur	12 feet.
Cauvery	9 do.

on the latter to within 1 foot of the level of the approach to the bridge on the south side.

3. The south bank of the Vennaur has breached near Ammapettah on the 22nd; measures have been taken to close it.

4. A breach also is reported in the Cauvery north bank of Cauvery, 10 miles west of Triviaur, and a portion of road No. 1, near Needamungalum breached also, probably from the effects of the breach near Ammapettah.

5. In the Trichinopoly district† the water of the Cauvery running up the Coodoomoorty, flooded the adjacent country for some distance, and from the force of the wind being very strong on the 24th, effected breaches in many places in the river bank, between the Coodoomoorty and the bend in the Cauvery to the north.

† Vide letter No. 383, dated 27th July 1859, para. 3, from the District Engineer, Trichinopoly.

6. The Tritandony embankment and the Caroor road in Chintamony have been threatened; but the District Engineer has taken every precaution to secure them.

7. The Vennaur south bank east of Dam, and the Coleroon north bank have been also reported as breached, but no details had reached the District Engineer.

8. The Coodoomoorty bank has been breached, as also the Caroor causeway in 3 places.

9. It has been reported‡ also that the Coleroon north bank has been breached in the Moosery talook and the Salem road damaged in one or two places.

‡ Vide letter from District Engineer of Trichinopoly, No. 386, dated 27th July 1859.

10. There is also a breach in the Cauvery north bank close to Seeringum.

11. The District Engineer of Trichinopoly also fears much from the continuance of high wind and water that further damage will ensue, and in the mean time his funds are already exhausted. His balance in hand on account of repairs for irrigation works at the end of June, amounted to Rupees 21,496-3-7, and it was expected nearly double that amount would be required last month.

12. Captain Moberly has been called upon to forward a statement, exhibiting the expenditure already incurred, during the current official year, and his probable requirements to the end of it, which will be forwarded to Government as soon as received. In the mean time, I

have the honor to press upon Government the urgent necessity of further money being allotted for irrigation repairs in the Trichinopoly District, and to solicit an early sanction of one lac, pending the receipt of the statement called for from the District Engineer.

No. 12. Proceedings of the Board of Revenue, dated 3rd August 1859, No. 2997.

Read letter from the Collector of Trichinopoly, dated 30th July 1859, No. 150, reporting on the high freshes in the Cauvery and Coleroon, and the breaches occasioned in the channels and roads in this district.

(In Consultation 2nd August 1859, No. 3860.)

Submitted for the information of Government.

(True Extract.)

(Signed) J. D. SIM,
Secretary.

No. 13. ORDER THEREON, 6th August 1859, No. 1890.

The Government regret to learn the destructive floods reported in these papers. They resolve with reference to the application of the Deputy Chief Engineer to authorize the Collector of Trichinopoly to advance such sums as the District Engineer may draw for, and he himself may consider necessary, for the repair of the irrigation and other works that have been damaged. The Government desire that monthly statements of the expenditure and of the work performed may be laid before them, punctually at the close of each month, from both Tanjore and Trichinopoly.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 14. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge of the Central Office of Public Works; to J. D. BOURDILLON, Esq., Secretary to Government, dated 2nd August 1859, No. *3335*.

With reference to para. 5 of the Proceedings of Government, dated 21st June 1859, No. 1521, I have the honor to forward herewith, a letter received from the Commissary General, in reply to one from this office, requesting that officer's opinion as to the relative advantages of Mahadeopore and Chinnoor for the depôt on the Godavery.

1 letter from Commissary General, dated 13th July 1859 No. 1373.

2. Colonel McCally communicates copy of a letter on the subject from Captain Young, Sub-Assistant Commissary General, the officer who lately explored the Godavery river, from which it will be observed, that the latter of the above places is better situated than the former, and should consequently, in the opinion of that officer, be fixed on as the site of the proposed Commissariat depôt. The advantages which Chinnoor possesses are, situated on the Nagpore side of the river, and on the main line of road towards Nagpore, and some 20 miles higher up than Mahadeopore, which lying on the other bank, would, if selected for the depôt, entail the necessity of crossing the river.

3. The only objection which Captain Young thinks can be urged against Chinnoor, which is about from 16 to 20 miles above the junction of the Godavery and Pranhita rivers, and on the Godavery proper, is that founded on the probability of its becoming useless as a depôt on the removal of the obstructions in the 3rd or Devalmerry barrier, and the completion of the navigation through it. He, therefore, suggests the advisability of ascertaining whether one of the three villages of Hassnapilly, Wadaguden and Davalavadda, which are all at the junction of the above rivers, could not be fixed on for the depôt. If the climate of this latter locality be found suitable, Captain Young is of opinion that it should be selected in preference to either Chinnoor or Mahadeopore. He, moreover, adds that though the villages in question are, at present, small and incapable of furnishing supplies to any extent, the erection of Government buildings would speedily have the effect of converting them into a thriving town.

4. In the views thus enunciated by Captain Young, I am disposed to concur, but I reserve the expression of my final opinion till a reply from the District Engineer on the same subject, who is now, it is believed, proceeding up the river, has been received.

No. 15. ORDER THEREON, 6th August 1859, No. 1891.

Government will await the further report promised in para. 4.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 16. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 29th July 1859, No. 3219.

With reference to para. 17 of Extract Minutes Consultation of the 19th November 1857, No. 2128, I have the honor to forward herewith a revised plan and estimate, amounting to Rupees (8,600), eight thousand and six hundred, for constructing a bridge across the Tummalair river at Gootiapaudoo, in the Tirwoor talook of the Masulipatam district, and to request that it may be sanctioned for entry in the Budget of 1860-61.

1 Letter from District Engineer, Godavery Division, dated 14th September 1858, No. 171.
1 Do. dated 16th June 1859 No. 77.
1 Estimate.
1 Report.
1 Plan.
1 Sketch.

2. The above plan and estimate were received together with others for a bridge on the line of trunk road near Ellore; but as it was not clear whether these latter were intended to meet the requisition in para. 18 of the above quoted order of Government, Captain Rundall was requested to furnish the required information, and to state whether the bridge would be necessary when the canal from Bezwarah to Dendaloor is completed, provision having been made in the estimate for that work for bridging two main branches of the Tummalair.

3. Captain Rundall reports in reply that the bridge across the Julapodee Calvah at Ellore will not be required, now that the bank of the high level channel is to form the high road. He forwards a sketch map, showing the site of that proposed at Gootiapaud, which I beg to submit herewith, together with other papers connected with the project.

16th June 1859, No. 77.

No. 17. ORDER THEREON, 6th August 1859, No. 1892.

Para. 1. The Government do not find any thing in the papers submitted by the Chief Engineer to shew the nature of the road on which the bridge recommended for construction is to be placed, or the quantity of traffic. Before sanctioning the estimate they desire to have information on these points.

2. The attention of the Chief Engineer is called to the requirements in these respects contained in Rule XIV communicated to him in Extract Minutes Consultation 18th October 1855 No. 696.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 18. Proceedings of the Madras Government, dated 6th August 1859, No. 1893.

Adverting to the order of the 3rd Instant No. 1863, the Honorable the Governor in Council is pleased to direct that Captain Stoddard shall carry on the duties entrusted to him by that order under the Collector of Rajahmundry. His reports will be transmitted to the Collector, who will forward them with his own remarks to the Board of Revenue for submission to Government.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 19. Read the following Proceedings of the Madras Government in the Public Department, dated 2nd August 1859, No. 1188.

Stating that channel Superintendents need not at present be subject to examination rules although their pay may exceed Rupees 10 per mensem, but not to be transferred or promoted to other appointments unless they pass the examination. } (Vide Public Proceedings from 30th July to 5th August 1859, Nos. 38-39.)

No. 20. ORDER THEREON, 6th August 1859, No. 1894.

Communicated to the Chief Engineer for information and guidance, with reference to his letter dated 20th July last No. 2879.

(Signed) W. C. SIM,
Acty. Dy. Secretary to Government.

No. 21. Read the following letter from Mr. ROBERT WATSON; to J. D. BOURDILLON, Esq., Secretary to Government, dated 4th August 1859.

I have the honor to report for the information of the Honorable the Governor, that there is at Cocanada a very fine new building or godown, admirably adapted for the purposes of Government as a Commissariat godown.

On learning that the Government contemplated building Commissariat godowns at Cocanada, I had the honor to bring my building to the notice of the Chief Engineer, who called for a report on it from Captain Rundall, District Engineer, Godavery Division. This report, I regret to say was unjustly unfavorable, as the godown is quite a new building, and built of the best materials, I am having a report made of the building by G. H. Faulkner, Esq., Civil Engineer of this place, and on its completion will furnish you with it, for the information of the Honorable the Governor.

I believe it is the Governor's intention to visit Cocanada shortly, and I have now to beg that building measures at Cocanada may be postponed, pending the Governor's visit, when he, in company with Colonel Cotton, can view and decide as to the purchase.

Begging the favor of your reply.

No. 22. ORDER THEREON, 8th August 1859, No. 1895.

As requested in this letter, the Governor in Council will forbear to pass orders for the present for erecting Commissariat premises at Cocanada; and on his approaching visit to that place His Excellency will inspect the building referred to in this letter.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 23. Read the following letter from Lieutenant-Colonel H. YULE, Secretary to the Government of India; to J. D. BOURDILLON, Esq., Secretary to the Government of Madras, dated Fort William, 15th July 1859, No. 4810.

I am directed to acknowledge your letter, No. 1467 of the 15th June, and to communicate the sanction of the Government of India to the construction of a verandah to both stories of the European Infantry Barrack in Fort Saint George, at an estimated cost of forty-two thousand, two hundred and twenty Rupees (42,220). His Excellency the Governor General in Council remarks that these Barracks will doubtless be greatly improved by this addition. But the upper story will still be unduly crowded if occupied by 500 men as appears to have been contemplated, especially as the rooms are low, and seem to have no ventilation in the roof. Such ventilation should be given. The space afforded for 500 men as calculated from the Plan, amounts to 63 feet superficial and 988 feet cubic per man; the last of which is too low for the climate and character of building.

2. It is not, however, clear what the arrangements finally proposed for the disposition of the Troops in Fort Saint George are, as those originally decided on in February last appear to have been considerably modified. I am directed to request that an explanation of the arrangements as now proposed for the whole Regiment may be given, and a general view of the expenditure which will probably be required. No more than is absolutely necessary should be incurred immediately.

3. I am also to request practical information as to the machine for working numerous punkas by water power which the Minute of His Excellency the Governor proposed to introduce.

4. The Plan and Estimate are returned.

No. 24. ORDER THEREON, 8th August 1859, No. 1896.

Ordered to be communicated to the Chief Engineer who will be requested to supply at an early date, the information called for in paras. 2 and 3.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 25. Read the following letter from G. L. PRENDERGAST, Esq., Accountant General; to J. D. BOURDILLON, Esq., Secretary to Government, dated 30th July 1859, No. 136.

In reply to the order of Government of the 8th Instant, No. 1657, Public Works Department, requesting me to report what has been done to supply the country with small coin and whether reserves of small coin have been established and maintained at Masulipatam and Trichinopoly, and with what effect, I have the honor to report that the orders of Government of 6th October 1855, were circulated among the Collectors, and they were called upon to throw small coin into extensive circulation in their districts. That they have done so is evident from the table entered in the margin, of the supplies of small silver and copper coins from the General Treasury, to the Provinces for the last ten years, viz. from 1st May 1849 to 30th April last. It will be thus seen that a very large distribution of small coin over the country has taken place from 1855-56. Besides the supply to the Provinces, small coin has been furnished to other Presidencies and Governments. A table of these supplies for the ten years is also entered in the margin, which, however, does not include small silver and copper coins sent, and about to be sent in 1859-60, to the Commissioner of Nagpore and Financial Commissioner of the Punjaub, which amount to the value of four and a half lacs of Rupees as marginally indicated.*

See report to Chief Secretary to Government, dated 17th March 1856, No. 414.

	Small silver coins.	Copper coins.
	Rs.	Rs.
1849-50..	37,000	24,500
1850-51..	1,63,650	63,350
1851-52..	......	......
1852-53..	87,000	29,000
1853-54..	1,30,000	96,000
1854-55..	3,28,500	2,08,000
1855-56...	4,03,500	84,300
1856-57..	8,38,300	1,68,450
1857-58..	8,19,500	2,60,000
1858-59..	6,17,000	3,48,600

	Small silver coins.	Copper coins.
	Rs.	Rs.
1849-50..	......	......
1850-51..	......	......
1851-52..	1,00,000	......
1852-53..	......	......
1853-54..	......	......
1854-55..	......	1,10,000
1855-56...	......	10,000
1856-57..	......	......
1857-58..	1,40,000	2,33,413
1858-59..	......	1,05,805

	Silver	Copper	Total.
* Nagpore, sent in May 1859.	1,00,000	1,10,040	2,10,040.
Do. to be sent in August 1859.	......	89,960	89 960.
Punjab, sent in June 1859.	......	1,50,000	1,50,000.
Total......	1,00,000	3,50,000	4,50,000

2. I may also mention that in communication with the Railway officials of both lines, and the Deputy Superintendents of the Electric Telegraph Department, I issued a circular, under date the 29th March 1859, No. 1252, to all Collectors to disburse small coins to those officers in part of advances required by them, a copy of which was forwarded to the Chief Secretary to Government, in a letter dated 30th of the same month, No. 438.

3. As regards the reserve ordered by Government to be maintained at Masulipatam and Trichinopoly, I beg to state, that the sums noted in the margin,† were forwarded to these districts in addition to the balance in those Treasuries, but no occasion has as yet arisen to send supplies from them to the adjacent Treasuries, because every available opportunity has been seized to supply all the Treasuries with small coins by means of the return carts and escort which brought remittances from the interior to the Presidency, and also by means of steam communication. I annex a memorandum of the small coins which are at present in those Treasuries including the reserve, to meet emergent demands, as per particulars of the cash balance reports, dated the 30th July 1859.

	Silver	Coper	Total
† Masulipatam Genl. Treasury	1,10,000	40,000	1,50,000
Trichinopoly	95,000	36,000	1,31,000

	Silver	Copper	Total
Masulipatam, General Treasury	92,000	47,000	1,39,000
Trichinopoly	86,000	34,000	1,20,000

No. 26. ORDER THEREON, 8th August 1859, No. 1897.

The Government will await the reply of the Board of Revenue to the order of the 8th July which they hope to receive at an early date.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Read the following letters.

No. 27. From Lieut.-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 6th May 1859, No. 168.

Agreeably to Extract Minutes Consultation of the 29th ultimo, No. 996, I have the honor to forward herewith, for the information of Government, the papers marginally noted, connected with the order of 8th April, No. 9440, on the subject of the repair of the Nadoongoonrum Oottairy tank, in the district of Chingleput.

G. No.
4979 from District Engineer, Chingleput, dated 9th August 1858, No. 396.
111 do. Ponnoosawmy Moodr. and others, dated 15th September 1858.
6918 do. District Engineer, dated 18th September 1858, No. 594.
255 do. Ponnoosawmy, &c. dated 28th March 1859.
16394 District Engineer, dated 5th April 1859, No. 1443.
9440 To Ponnoosawmy, &c. dated 8th April 1858.

No. 28. From Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of the Central Office; to J. D. BOURDILLON, Esq., Secretary to Government, dated 30th July 1859, No. 3289.

With reference to the Memo. from the Acting Deputy Secretary to Government, under date 29th July 1859, No. 186, I have the honor to enclose copy of a letter from the District Engineer of Chingleput, on the subject of the required report on the Nadoongoonrum Ootairy tank, together with my reply thereto, and to state that immediately the missing document is found and furnished to the Central office, it shall be forwarded to Government.

1 Copy of letter No. 377, dated 13th July 1859 and Extract of Proceedings No. 3290, dated 30th July 1859.

No. 29. ORDER THEREON, 8th August 1859, No. 1898.

Resolved that the Collector of Chingleput be requested to report without delay what were the terms of the Cául given to the Petitioners, whether the land was Nanjah wholly or in part, and if the latter how much of it, and what was the Taram Assessment, and the Teerwah payable under the Cául. He will also report whether the Cáuldárs have fulfilled the obligations of their agreement.

2. A prompt reply to this reference will be requested.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 30. Read the following letter from Lieutenant-Colonel H. YULE, Secretary to the Government of India; to J. D. BOURDILLON, Esq., Secretary to the Government of Madras, dated Fort William, 16th July 1859, No. 4872.

I am directed to acknowledge your letter No. 1350 of the 3rd ultimo, and in doing so to say that the sections of the bed of the river above and below the annicut, which were asked for in my letter No. 2540, dated 25th April last, are still looked for.

No. 31. ORDER THEREON, 8th August 1859, No. 1899.

Ordered that the correspondence noted in the margin be communicated to the Chief Engineer for information. Colonel Bell will be good enough to send up a longitudinal section of the bed of the Pennair near the annicut, as asked for by the Government of India, as soon as it can be prepared without impediment to more important works.

From Government of India April 25 1859 No. 2540.
To do. June 3rd 1859, No. 1350.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 32. Read the following letter from Colonel A. COTTON, Commandant of Engineers; to J. D. BOURDILLON, Esq., Secretary to Government, dated 7th July 1859, No. 272.

I have the honor, with reference to Extract Minutes of Consultation, No. 918, dated 18th April 1859, to forwrad the enclosed Memorandum of my opinions on the Harbour work at Vizagapatam.

Memorandum on Harbour Work at Vizagapatam.

Before entering upon the particular works proposed by Lieutenant Vertue for the Harbour of Vizagapatam, I ought perhaps to give my opinion on the Harbour generally, as to its position and capabilities. Of course, the first question about every harbour, on site for a harbour, is the nature of the interior country and the extent which is, or may be brought into connection with the site for commercial or political purposes. Upon this depends the importance of the site and the amount of attention and expenditure it may be advisable to bestow upon it.

It seems to me the most fundamental mistake to took upon this as a first class site. Lieutenant Vertue says, " I feel convinced that no one can look at the locality without coming to the conclusion that there is not a single port between the Hoogly and Cape Comorin that can compare with it." Probably this was intended to refer only to the natural advantages of the harbour as a shelter for shipping, and not to those connected with the nature of the interior country, but the words used would imply that it was in all respects a first class site.

In the first place, even as respects a shelter for shipping, it is in its present state entirely without advantages, the vessels being completely exposed to every easterly wind, and the communication with the shore being entirely cut off at times for days together by a severe surf. If by means of artifical works the bar could be lowered, so that ships could be brought into the river, there would indeed be a small but safe harbour there, but it would have a serious disadvantage in its being quite inaccessible in W. winds to vessels under sail. Were a large harbour formed outside by means of a breakwater run out from the salient point of the Dolphin's Nose, it would certainly be a very complete one.

But the advantages of this site in respect of the interior country are comparatively very small indeed. The site of a first class harbour should, of course, be selected at the mouth of a first class river, which would connect a vast extent of rich country, and some great cities with the port, by lines of communication worked so cheaply, as to admit of produce of small value

being brought from hundreds of miles for exportation. Now the town of Vizagapatam has only a breadth of country of 30 or 40 miles between the sea and the hills, and beyond that, to the W. there is an exceedingly poor and thinly populated forest country, and there is no internal navigation at present at all, so that the produce of only a very small area can find vent at this point in the present state of things. If the coast canal is carried from Ganjam to Samulcottah, there will be a greater area, but still a comparatively small one connected with Vizagapatam, by lines of communication capable of conveying goods at the necessary low rates. Land carriage is so high as to entirely prevent any lengthened conveyance to a port, except for a small quantity of particular kinds of produce; and however good any particular harbour was, produce would still be taken to the nearest point of the coast, however unsheltered the shipping there would be. Further, even if the coast canal were completed, by far the greater part of the produce would be carried on to the harbour of Cocanada, which both from its perfect shelter, even in its unimproved state, and its site as being at the mouth of a river, affording water communication to more than 100,000 square miles of populous country, with large cities in it, must necessarily become a first class port, if the river is opened up as is now being done; and it will always be more convenient to ship produce at such a port, than at one to which very few ships resort, though it may be necessary to convey the goods a greater inland distance, provided the communication is by water.

I conclude, therefore, that in considering this question, we must deal with this harbour as one of quite inferior importance.

I feel confident that it is of far more importance, to complete the canal from Toonee, the point to which it is already sanctioned, 60 miles, at a cost of about 6 lacs, which would at the same time give cheap carriage to a tract of country 60 miles long and about 30 broad, than to expend any large sum on this harbour. The cost of carriage of goods to Cocanada, 100 miles, would not be more than a ½ or 1 Rupee a ton, and probably most of the goods for shipment would be carried at that cost, rather than be shipped at Vizagapatam.

It seems necessary to make these remarks, to show what my views are as to the class of harbour to which Vizagapatam naturally belongs, and consequently, the extent to which it may be advisable to go in improving it, but I entirely agree with Lieutenant Vertue, that it is quite worth-while to go to a small expense on it, if we can so secure constant and easy communication with the shipping, and a small safe harbour for vessels, even with the drawback of sailing vessels having to wait outside while the wind is from the west.

The question thus remains as to the best mode of expending a moderate sum in improving the port.

The main point in Lieutenant Vertue's plan is, whether the bar can be kept deep by means of such works as he proposes, concentrating the current of the river. My opinion on this is, that the bar would be somewhat deepened, perhaps to the extent of a total depth of 13 feet at low water, as supposed by Lieutenant Vertue, and should it not be so, that it would be possible to deepen it a little more, by sending the dredge occasionally from Cocanada to work on it.

But still, there would be the very serious drawback to this inner harbour, which I have mentioned, that a sailing ship could not run in when the wind was from the west—and further, it is evident that unless a much greater depth than 13 feet, were obtained, only small vessels could go in even at high water, and as far as my opinion goes, I think it very doubtful whether a sufficient depth could be maintained, without a great expense.

On these accounts I cannot but think, that there is a preferable way of improving this port, and which I beg to propose; only premising that on account of the properly maritime points of the question, such as accessibility, &c. these papers ought, of course, to be submitted to some well known authority in such matters, Lieutenant Taylor of the Indian Navy for instance, as Engineers cannot possibly be sufficient judges on such points.

My plan, however, would be rather to form an outer harbour by running out a breakwater from the salient point of the Dolphin's Nose for about 200 yards.

I have not the exact depths there, but supposing the outer end would be in not more than 5 fathoms, I reckon that such a breakwater would require about 40,000 tons of stone, and cost 20 or 25,000 Rupees, or the same as the works proposed by Lieutenant Vertue. I see no objection to such a work as this. It must be observed that sand is always travelling along the coast; in the S. W. monsoon, it passes northward, and in the N. E., it passes southward, but on account of the heavier and longer continued swell from the southward, the quantity passing north in the year always greatly exceeds that moving to the south. I may mention here, that having been employed for several years about the groynes constructed at Vizagapatam for the protection of the town, as well at various times about those at Madras, in the course of many years, I have had the best opportunity of ascertaining the state of the case, in respect to this movement of the sand along this coast.

There is thus undoubtedly a stream of sand passing every year round the Dolphin's Nose, and across the mouth of the river to the coast beyond. The first effect of the proposed breakwater will, therefore, be to cause an accumulation of sand against its south side, till it has extended out far enough to pass round its end, and this sand will then have to travel across the coast to the northward, but I have no doubt that a channel will be kept sufficiently deep for all vessels, by the scour of the ebb tide along the inside and round the end of the breakwater. The advantages that this work will, in my opinion, have over the one proposed by Lieutenant Vertue are these :

1st. It will form a harbour with a clear deep and wide access to it, so that all vessels in all winds can run in behind it.

2nd. I believe it will, by sheltering the mouth of the river from the swell, more effectually keep down the bar than the proposed work would.

3rd. Should the trade of the port increase, any course can be given to the harbour by merely extending the breakwater.

4th. While vessels could at any time anchor under the breakwater, those that required to do so, could be inhauled into the river and laid along side a pier on the north side of the river.

It seems to me that there would be no comparison between the advantages of these two harbours.

When employed in constructing the Vizagapatam groynes, I found the total cost of rough stone to be 8 annas a cubic yard, including all extras, and as it had to be brought a considerable distance, and the apparatus was extremely imperfect, I cannot but conclude that in making the breakwater, one end of it resting on the quarry, with powerful cranes so as to have as little detail blasting as possible, the cost will be much under 10 annas per cubic yard. Further, it has now been fully ascertained that using very large stones up to 20 tons weight, those on the outer slope are never moved by the waves, but stand at a slope of 1 to 1, so that the quantity of stone required is very much less than in the old breakwaters, where from the smaller size of the stone, a long slope of 5 or 6 to 1 is found. And I believe that it is no more expense to move 1 stone of 20 tons, than 10 of 2 tons, while a vast amount of blasting is saved. Indeed, with such powerful apparatus, the whole of the rock would be brought down by mines, the cost of which is very small, and scarcely any small blasts would be required. This point has also been established by the Holyhead works. I should, therefore, expect that in this way about double the stone could be obtained for the money which Lieutenant Vertue proposes, and the breakwater made of a greater length than I have supposed, but as I mention, I have not the exact depths on that line.

My conclusion is, that its certainly worth while to expend 20 or 30,000 Rupees upon this port, though I am quite satisfied it never can become any thing approaching to a first class port, and when the canal is completed to Cocanada, only the smaller part of the produce, even of the immediate neighbourhood, will be shipped there.

With respect to Military questions, it is evident that as the coast canal is completed, and the Godavery navigation established, no troops coming from or going to the interior of the Madras Presidency, would leave or arrive at Vizagapatam by sea; all would be moved by the internal navigation, and even troops coming from the other Presidencies, Burmah or Europe, if landed at Cocanada, would only have the disadvantage of a steamer voyage by the canal of 100 miles, so that if only the canal is completed from Toonee, the necessity of having a good harbour at Vizagapatam, is not great in respect to Military matters. Yet on that account also, if it were to provide for the time between this and the completion of the canal, I think it well worth only while to spend so small a sum as 20 or 30,000 upees.

On the point of the propriety of spending this sum, while the finances are not balanced, I would say that there cannot be the smallest doubt that the saving to ships in time, boat hire, &c., by means of the harbour would be so great, that they could afford to pay dues, that would amount to much more than the necessary interest of the money, and I am also convinced this harbour would have some considerable effect upon the prosperity of the district. Indeed, I have no doubt whatever, that the poverty of India, and the deficiency of the finances, is solely owing to the leaving the country without such necessary and inexpensive works as these.

I would beg to propose that the necessary sounding should be taken on the line of breakwater I proposed, from the salient points of the Dolphin's Nose, and that the papers should then be submitted to Lieutenant Taylor for his opinion, or if that officer is expected at Madras, they might be retained till his arrival.

No. 33. ORDER THEREON, 8th August 1859, No. 1900.

Ordered to be communicated to the Chief Engineer together with the enclosure, in reply to Colonel Faber's letter of the 8th April 1859 No. 9404.

2. Under the opinion expressed by Colonel Cotton as to the proper means of improving the Port of Vizagapatam, the Government must decline to sanction the works proposed by Lieutenant Vertue.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 34. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge of the Central Office of Public Works; to J. D. BOURDILLON, Esq., Secretary to Government, dated 4th August 1859, No. 3446.

Referring to the orders marginally quoted, by which the Civil Architect is charged with the executive control of all Presidency works beyond the esplanade of Fort Saint George, I have the honor to recommend that the repairs of the buildings at Guindy Park should be executed by the District Engineer of Chingleput, whose residence and workshops are in that vicinity, while the distance from Madras renders it inconvenient for the Civil Architect to send people and materials on every occasion of petty repairs being required.

No. 1777 dated 25th July 1859.

2. I am of opinion that the arrangement now suggested would tend to expedite repairs at Guindy, and relieve the Civil Architect from a duty which interferes with others of equal importance.

No. 35. ORDER THEREON, 8th August 1859, No. 1901.

For the reasons given in this letter the Government direct that the professional care of the buildings at Guindy park shall be transferred from the Civil Architect to the District Engineer of Chingleput.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 36. Read the following Proceedings of the Madras Government in the Judicial Department, dated 3rd August 1859, No. 1042.

Orders for erecting lightning conductors to the Nursepatam Hospital, to be issued. } (Vide Judicial Proceedings from 30th July to 5th August 1859, Nos. 36-37.)

No. 37. ORDER THEREON, 8th August 1859, No. 1902.

Communicated to the Chief Engineer with reference to his letter dated 22nd July last No. 2963. Plans and estimates for the lightning conductors should be prepared and submitted for sanction ; but the work may in the meanwhile be proceeded with.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 38. Read the following Proceedings of the Madras Government in the Public Department, dated 4th August 1859, No. 1202.

Printers and Tracers in the Lithographic establishment to be exempted from the uncovenanted service examination rules, until further orders. } (Vide Public Proceedings from 30th July to 5th August 1859, Nos. 57-58.)

No. 39. ORDER THEREON, 8th August 1859, No. 1903.

Communicated to the Chief Engineer.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 40. Proceedings of the Madras Government, dated 9th August 1859, No. 1904.

Mr. R. Watson having signified to Government that he is about to proceed to Rajahmundry and the Godavery, in pursuance of the engagement entered into by him for the conveyance of Government stores to Nagpore, the Governor in Council resolves to direct, with reference to the order of May 30th 1859 No. 1310, that the hire becoming due to him from time to time under that engagement shall be paid to him by the Commissariat Department at Nagpore on the safe arrival there of each batch of stores.

2. The hire thus to be paid to Mr. Watson will be the amount due at the rate of five annas a ton a mile from the point on the Godavery where he may take charge of the stores, whether Buddrachellum, Mahadeopore, or other place, to Nagpore or Kamptee where they are to be delivered.

3. The Commissariat Department will hold at the disposal of the Chief Engineer, to be drawn for by him under orders to be from time to time issued by Government, the amount of hire at the same rate of five annas a ton a mile from Coringa, by the canal and river, to the point of debarkation.

4. Mr. Watson having applied to Government to grant him an advance of four thousand Rupees, being a portion of the amount that will be due to him for the conveyance of the first hundred tons of stores, the Governor in Council hereby authorizes and directs the Commissary General to advance that sum to Mr. Watson, on his furnishing the guarantee of a respectable merchant or Firm at Madras. This advance will be paid to Mr. Watson at Madras, and will be recovered by the Commissary General out of the amount due for the carriage of the first hundred tons of stores.

5. The distances between the several points above indicated will be reported by the Chief Engineer, in communication with the Commissary General, for the information of Government, viz. from Buddrachellum, Parnasála, Mahadeopore, and Chinnore, respectively, to Nagpore, by the road ; and from the same places respectively to Coringa, by the river and canal.

6. The District Engineer having it is believed drawn an advance under the sanction given in para. 5 of the order of March 22nd 1859, No. 675, the sum so drawn will be adjusted by the Commissary General out of the sums first to be placed at the disposal of the Chief Engineer under para. 3 of this order.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 41. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge of the Central Office; to J. D. BOURDILLON, Esq., Secretary to Government, dated 1st August 1859, No. 3315.

No. 205 dated 21st Jany. 1859.
do. 467 do. 1st March do.
do. 717 do. 26th do. do.
do. 940 do. 20th April do.

One original letter from the District Engineer, No. 55, dated 1st July with three statements marked A. to C.

With reference to the orders quoted in the margin, I have the honor to report for the information of Government, that the District Engineer, Tanjore, has given intimation to the Central office of having, on the 21st June 1859, shipped on board the brig "Hydrose" 97 bricklayers and 40 well-sinkers, for employment on the works at Batticoloa.

2. It was found necessary to engage a brig to convey the men at once, as the small vessels running between Negapatam and Ceylon would only convey 20 or 30 artificers at a time, and even then to various parts on the coast, causing thereby much additional expenditure for their conveyance to the place where their services are required.

3. The cost of their passage is stated by the District Engineer, Tanjore, at Rupees 800, 400 of which have been already paid; the remainder to be disbursed on the return of the vessel to Negapatam.

4. The total expenditure incurred on account of the artificers, are as follows:—

	Advances.	Batta.	Rs.	A.	P.
98 Bricklayers. / 40 Stone-cutters.	4,285	460-8-0	4,745	8	0
Boat hire to convey the men from the beach to the brig....................			7	8	0
Passage money..			800	0	0
			5,553	0	0
Deduct pay Rupees 30 and batta 2-8-0 to a bricklayer engaged, who was prevented leaving in consequence of having been seized on a charge by the Police..........................			32	8	0
Total Expenditure.........			5,520	8	0

The sum of Rupees 32-8-0, just alluded to will be recovered by Mr. Sub-Engineer Maitland, on the release of the bricklayer from custody, when he will be desired to proceed to Ceylon at his own expense.

5. Captain Oakes has reported having written directly to Captain Phillpotts, Royal Engineers, informing him of the despatch of the men to Batticoloa, and in the meanwhile the nominal rolls of the artificers have also been forwarded.

6. The amount of the family certificates left by the bricklayers, together with the details of the advances and batta allowed to each man are given in the statement* herewith enclosed. It will be observed that the well-sinkers have left no family certificates, because, as stated by the District Engineer, faith was broken with them last year. Captain Oakes reports having guaranteed to the bricklayers that, the payments to their families would be made by himself or by Mr. Sub-Engineer Maitland, when they become due, and as the first family payment will be due on the 21st instant, I strongly recommend that Captain Oakes be authorized to pay the same. Captain Phillpotts being in the

* A.

mean time directed to inform the District Engineer by telegraph, of the death of any of the workmen, with the view to the payment left to their families being at once stopped, to avoid difficulties in recovering the money afterwards.

7. The salary awarded to the various classes of bricklayers and well-sinkers are as follows:

	Rs.
1st Class...	40
2nd do.	35
3rd do.	30
4th do.	25
5th do.	20

Well-sinkers.

	Rs.
1st Class	30
2nd Class	25

and these, it will be observed, differ materially from those entered in Extract Minutes of Consultation, No. 467, dated 1st March 1859, but as already reported, it was found exceedingly difficult to induce the men to go at all, and there was, therefore, no alternative but to increase their wages. The salaries of the bricklayers and well-sinkers are to commence from the 21st ultimo, the date of embarkation.

8. The large amount of batta drawn by the workmen is stated to have been caused by their having been sent to Negapatam, as soon as their advances had been received, and in consequence of some days having been taken up in making arrangements for their embarkation.

9. In conclusion, I have the honor to forward the enclosed statement,* shewing the balance stated to be due to certain well-sinkers, amounting to Rupees 180, who were engaged for Ceylon last year, but who have not proceeded thither this season; it appears impossible to reconcile their claims with the clear statement made by Captain Phillpotts in his letter No. 78, dated 30th November 1858. Further sums amounting to Rupees 270, are stated to be due to certain other men, as will appear from another statement† herewith forwarded, who have this year also been sent to Batticoloa, and it may be considered advisable to transmit these claims to Ceylon for information, though they appear without any support. The total amount claimed is Rupees 450, viz.:

* B.

Extract Minutes of Consultation No. 69, 8th Jany. 1859.

† C.

	Rs.
To those who proceeded to Ceylon this year	270
To those who went last, but refused to go this year	180
	450

It may be necessary to observe, that the sum of Rupees 180, shewn in statement B., is included in the amount entered in statement C., the various individuals claiming these sums appear to be the same as those entered in Captain Phillpotts' letter above quoted.

No. 42. ORDER THEREON, 9th August 1859, No. 1905.

Ordered that this letter, with its accompaniments be communicated to the Ceylon Government.

2. The Governor in Council authorizes Captain Oakes District Engineer of Tanjore to disburse on the 21st Instant the amount of the first month's family allowances of the bricklayers sent to Batticaloa in June last.

3. A bill for the expenses incurred in engaging and shipping the artisans referred to in this report, should be submitted for sanction without delay, with reference to para. 2 of Minutes Consultation 21st January 1859 No. 205.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 43. Ordered in consequence that the following letter be despatched.

From J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George; to the Colonial Secretary at Columbo, dated 9th August 1859, No. 1906.

From	Colonial	Secretary	5th	January	1859,	No.	1.
To	do.	do.	1st	March	,,	,,	468.
To	do.	do.	26th	do.	,,	,,	718.
From	do.	do.	6th	April	,,	,,	22.
To	do.	do.	27th	do.	,,	,,	967.
To	do.	do.	17th	June	,,	,,	1497.
also From	do.	do.	8th	February	,,	,,	9.

Referring to the correspondence noted in the margin, I am directed to transmit to you for the information of the Honorable the Governor of Ceylon a letter from the Chief Engineer under date the 1st Instant No. 3315, with its accompaniments reporting the engagement and embarkation of 97 bricklayers and 40 well-sinkers for the irrigation works at Batticaloa.

2. The engagement of these artisans dates from the 21st June, when they were shipped at Negapatam on board the brig "Hydrose."

3. In accordance with the suggestion of Captain Phillpotts, contained in the extract appended to your letter No. 1 dated 5th January 1859, the men have been sent direct to their destination; but to effect this it was found necessary to engage a vessel for the purpose at a cost of Rupees 800. An advance of Rupees 400 has been made on this account, and the balance is payable at Negapatam on the return of the vessel.

4. My letter of the 1st March last No. 468 informed you of the difficulty experienced in obtaining bricklayers on the terms allowed last year, as they could not be got on these terms, and as your letter of the 6th April last No. 22 expressed the anxiety of the Ceylon Government that the artificers should be sent, the following rates of pay have been guaranteed to the bricklayers now sent.

		Rupees.
1st Class	bricklayers	40
2nd do.	do.	35
3rd do.	do.	30
4th do.	do.	25
5th do.	do.	20

The well-sinkers have been engaged at the old rates, viz.

1st Class	Rupees	30
2nd do.	,,	25

5. Each man has received an advance of one month's pay. An expense has been incurred for batta to the amount of Rupees 458-0-0. In explanation of this large charge it is stated that it was considered prudent to send the men from their native places to the port of embarkation, as soon as they had received an advance of pay and that a few days were necessarily occupied in making arrangements for their shipment after their arrival at Negapatam.

6. The whole expenditure incurred in thus far meeting Captain Phillpotts' requisition for artificers, amounts to Rupees 5,520-8-0.*

* Amount of Advances	Rupees	4,255-0-0
,, Batta	,,	458-0-0
Boat hire	,,	7-8-0
Passage money	,,	800-0-0
	Total Rs.	5,520-8-0

7. Each bricklayer having made a portion of his salary payable to his family, a statement (*A.*) is furnished shewing the several sums set apart for this purpose. The Honorable the Governor in Council has, in compliance with the request of the District Engineer of Tanjore,

authorized the first monthly payment being disbursed to the families on the 21st instant, and I am to suggest that Captain Phillpotts may be instructed to intimate direct to that officer, by telegraph, the occurrence of all casualties in order that payments on account of the parties concerned may at once cease.

8. It will be seen from the accompanying papers that the well-sinkers sent to Batticaloa last year allege that they were not paid up in full when discharged, and that a balance of Rupees 450* in the aggregate is still due to them. As a consequence a number of men have refused to return to Batticaloa on the present occasion. These men are claimants for Rupees 180 of the above mentioned sum; the remainder is due to men who have now gone to Batticaloa a second time.

* Statement C.

Statement B.

9. I am to request that this matter may receive attention; and that if the claim is found to be good, the sum of Rupees 180 may be remitted to the District Engineer of Tanjore for disbursement, and the balance paid at Batticaloa to the persons to whom it is due.

No. 44. Read the following.

No. 3432.

List of a Bill received from the District Engineer of North Arcot, submitted for the sanction of Government, which exceed its estimate by more than 5 per cent.

Audit No.	Date of Bill.	Description of works.	Amount of Estimate.	Amount of Bill.			Ecess.			Per centage of excess.	The year to which the expenditure appertaining.	Remarks.
990	1859. May 2	2nd part or final Bill for repairing store shed at District Engineer's Office, Estimate sanctioned by the Chief Engineer on the 9th April 1858.	......	15	8	9	...	...	...	......	1858-59.	The cause of this excess is attributed by the District Engineer to the circumstance of the compound wall which was built simply of mud, having been destroyed by the rains, which rendered its reconstruction necessary.
		Add the amount of 1st part Bill already passed by the Chief Engr. on the 24th November 1858......	......	51	8	5						
		Total Rupees......	60	67	1	2	7	1	2	11		

Central Office of P. W.,
Fort Saint George,
3rd August 1859.

(Signed) E. LAWFORD, Lieut.-Colonel,
Dy. Ch. Engr. C. C., in charge of the Central Office P. W.

No. 45. ORDER THEREON, 9th August 1859, No. 1907.

The Bill is sanctioned.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 46. Read the following.

No. 3411.

List of a Bill received from the District Engineer of Chingleput for a work executed on emergency, submitted for the sanction of Government.

Date of Bill.	Audit No.	Description of Work.	Amount of Bill. Rs.	A.	P.	To what year's expenditure appertaining.	Remarks.
1859 May 10	646	Constructing compound wall around the old magazine at the Mount..........	1,002	4	3	1858-59	This work was authorized to be executed on emergency in consequence of a very urgent representation made by the Brigadier Commanding the Mount, to the effect that the magazine was in a very insecure state, from its liability to take fire, through the carelessness of the natives living in the huts adjoining the building, and from its utter defenceless state in the event of an attack being made upon the place.

Central Office of P. W.,
Fort Saint George,
3rd August 1859.

(Signed) E. LAWFORD, Lieut.-Colonel,
Dy. Ch. Engr. C. C., in charge of Central Office of P. W.

No. 47. ORDER THEREON, 9th August 1859, No. 1908.

The Bill is sanctioned.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 48. Read the following.

No. 3436.

List of Garrison Engineer's Bills for works executed on emergency, submitted for the sanction of Government.

Date of Bill.	Audit No.	From whom.	Description of Work.	Amount of Bill. Rs.	A.	P.	To what year the expenditure appertains.	Remarks.
1859 June 30	774	Garrison Engineer.	For purchasing huts to enable the ground to be cleared for the temporary Madras Sapper Militia Lines situated to the north of the Railway between the Monegar Choultry and Mint road, as per orders of the Right Honorable the Governor, through the Town Major, Nos. 1654 and 2026, dated 27th April and 25th May 1858	306	12	3	1858-59	
,, 30	775	Do.	Making teakwood box 18 inches long by 8 inches wide by 8 inches deep with strong and good sized padlock and placing it in Main Guard, also painting the box in white letters for the purpose of holding the keys of the Fortress, executed by order of the Right Honorable the Governor, through the Town Major, Nos. 2896 and 3141, dated 20th July and 11th August 1858	8	7	8		
			Total Rupees	315	3	11		

Central Office of P. W.,
Fort Saint George,
3rd August 1859.

(Signed) E. LAWFORD, Lieut.-Colonel,
Dy. Ch. Engr. in charge of Central Office of P. W.

No. 49. ORDER THEREON, 9th August 1859, No. 1909.

The Bills are sanctioned.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 50. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge Central Office, Public Works; to J. D. BOURDILLON, Esq., Secretary to Government, dated 4th August 1859, No. 3447.

I have the honor with reference to the order of Government, No. 1797, under date the 26th July last, to solicit instructions whether it is the wish of Government, that the submission of the half yearly return of staple articles of consumption and export of this Presidency, should be continued, or whether Government intended, in ordering the discontinuance of such returns from the other Presidencies, that they should also be discontinued in this.

2. The local returns for the half year ending 31st December last are all come in, the last having been just received. They will be compiled and submitted to Government as early as possible; but as the intention regarding these returns is not quite clear in the Proceedings under acknowledgment, I have to solicit further orders.

3. Eight months have already nearly elapsed, since the half year ending 31st December 1858 has expired, and it appears to me that by so great a delay in their publication, the object and usefulness of the returns are in a great measure defeated.

No. 51. ORDER THEREON, 9th August 1859, No. 1910.

Resolved that the Chief Engineer be informed that the Government no longer require the returns referred to in this letter.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 52. Read the following Proceedings of the Madras Government in the Marine Department, dated 5th August 1859, No. 362.

Superintendent of Marine to report whether a craft fitted for the purpose specified, can be procured and if so. at what price she could be had and what it would cost to fit her up. } (Vide Marine Proceedings from 30th July to 5th August 1859, Nos. 26-27.)

No. 53. ORDER THEREON, 9th August 1859, No. 1911.

Communicated to the Chief Engineer with reference to Proceedings dated 23rd July last No. 1782.

(Signed) W. C. SIM,
Ag. Dy. Secretary to Government.

No. 54. Read the following.

CIRCULAR.

PUBLIC WORKS DEPARTMENT.
General.

Public Works.

FORT WILLIAM, 18TH JULY 1859.

With a view of preventing uncertainty respecting the Instruments for which Executive Engineers will be permitted to indent, the Government of India publishes the following list of such Instruments, for guidance and information :

Arrows, Measuring Chain.
Chain, Measuring (100′).
Compasses, Prismatic.
Levelling Instruments.
Mathematical Drawing Instruments.
Optical Square.
Perambulator, (Waugh's).
Rods, Measuring.
Rules, Parallel.
Staves, Levelling.
Scales, Gunter's.
" Paper (Holtzapffel's).
" Marquois.
Tapes, Measuring.
Theodolites.

A. FRASER, *Captain,*
Under Secy. to the Govt. of India.

No. 4925.

PUBLIC WORKS DEPARTMENT, FORT WILLIAM, 18TH JULY 1859.

Copy forwarded to the Government of Madras for information.

ALEX. FRASER, *Captain,*
Under Secy. to the Govt. of India.

No. 55. ORDER THEREON, 10th August 1859, No. 1912.

Communicated to the Chief Engineer for such attention as may seem necessary in preparing the Code of Public Works.

(Signed) W. C. SIM,
Actg. Dy. Secretary to Government.

No. 56. Read the following letter from J. L. LUSHINGTON, Esq., Civil Auditor; to J. D. BOURDILLON, Esq., Secretary to Government, dated 2nd August 1859, No. 381.

I have the honor to acknowledge the receipt of the Proceedings of the Madras Government, dated 27th July 1859, No. 1810, Public Works Department, calling upon me to report on the claim preferred by Lieutenant G. V. Law, Acting Executive Engineer 4th class, for the full salary of the appointment in which he is officiating.

2. In reply I beg to state for the information of Government, that under G. O. G., dated 5th December* 1854 No. 288, an officer officiating for another absent on leave on medical certificate under the Regulations of 1854, is not entitled to the full salary of that office, until the officiating officer has acted for six months.

* Para. 13, and para. 1 of G. O. G 23rd July 1858. J. L. L.

3. Lieutenant Campbell of the D. P. W., proceeded on leave on medical certificate on the 25th June 1858, and on the 5th April 1859, Lieutenant Law was appointed to act for him, so that he has not completed the term required by the rules to entitle him to the full salary forfeited by Lieutenant Campbell, after the six months; Upon this ground the claim of Lieutenant Law was rejected by me.

4. It is true, as stated in the 3rd para. of the Chief Engineer's letter, communicated in the Proceedings above quoted, that Lieutenant Law did act on several occasions on account of absence of several officers; but those acting appointments were in no way connected with the appointment, the full salary of which Lieutenant Law now claims.

No. 57. ORDER THEREON, 10th August 1859, No. 1912.

The Civil Auditor will be requested to state why the order respecting the allowance of a military Officer acting as Executive Engineer contained in para. 10 of the order of June 27th 1857 (Grant's Circular Order Book page 477) has not been and should not be acted on in the case of Lieutenant Law.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Read again letter from the Chief Engineer, dated 7th and recorded in Proceedings, 12th July 1859, No. 1687.

No. 58. Read also the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of Central Office of Public Works; to J. D. BOURDILLON, Esq., Secretary to Government, dated 2nd August 1859, No. 3344.

Referring to the Proceedings of Government, dated 12th July 1859, No. 1687, I have the honor to forward herewith a letter* from the District Engineer, Godavery Division, reporting that he cannot find that the sum of (3,000) Rupees three thousand, sanctioned by the Government of India, for establishments for the removal of shoals between Daverapilly and Dowlaishwaram, and between the Sinteral and Enchampilly barriers, was ever drawn.

* Dated 15th July 1859, No. 127.

2. The Extract Minutes Consultation of the 11th January 1858, No. 47, communicating the sanction of the Supreme Government, which Captain Rundall states cannot be found in the records of his office, was duly forwarded to him on the 15th idem.

No. 59. ORDER THEREON, 10th August 1859, No. 1914.

The Honorable the Governor in Council observes that the sanction of 3,000 Rupees by the Government of India on the 8th December 1857* was in supersession of one of 2,013 Rupees given at a former date† and not taken advantage of. He requests the Chief Engineer, therefore, to call on the District Engineer to report whether the earlier sanction has been made use of. The Government trust that the reply to this reference will be submitted with more expedition than that to the previous one.

* Letter No. 5922, recorded in M. C. 11th Jany. 1858 No. 47.

† Letter dated 30th April 1857 No. 2001, recorded in M. C. 26th May 1857 No. 1003.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 60. Read the following.

No. 3431.

List of Bills received from the District Engineer of Chingleput submitted for the sanction of Government, which exceed their estimates by more than 5 per cent.

Audit No.	Date of Bills.	Description of Works.	Amount of Estimate.	Amount of Bill.			Excess.			Per centage of Excess.	The year to which the expenditure appertains.	Remarks.
	1859		Rs.	Rs.	A.	P.	Rs.	A.	P.			
637	April 30	Repairing the bund of the Tundilum tank and supply channel, sanctioned by the Collector on the 8th Jany. 1859..	47	216	7	2	169	7	2	359	1858-59	The large excesses in these items are stated by the District Engineer to have been caused by the great damages sustained by the tanks and supply channels during the heavy rains in November last, after the estimates had been submitted to the Collector. The proper course was to have submitted revised estimates, and Captain Moberly reports having given the necessary instructions to the Assistant Overseer who executed the work, for his future guidance in similar cases.
635	do. do.	Repairing the Comeragapoorum supply channel sanctioned by do. 1st October 1858..............	102	227	13	6	125	13	6	123	do.	
636	do. do.	Repairing the bund of the Ootramalloor tank supply channel, sanctioned by do. 8th Jany. 1859...	265	431	6	11	166	6	11	62¾	do.	
766	May 10	Repairing the Golundauze Hospital at the Mount, sanctioned by the Chief Engineer on the 17th Jany. 1859.	400	425	0	0	25	0	0	6¼	do.	This excess is stated to have been caused by the necessity which existed for raising the walls of the building with a view of giving the roof one uniform slope instead of the double slope which it had formerly.
		Total......		1,300	11	7	486	11	7			

Central Office of P. W.,
Fort Saint George,
3rd August 1859.

(Signed) E. LAWFORD, Lieut.-Colonel,
Dy. Ch. Engr. C. C., in charge of the Central Office P. W.

No. 61. ORDER THEREON, 10th August 1859, No. 1915.

The Bills are sanctioned.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 62. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge of the Central Office of P. W.; to J. D. BOURDILLON, Esq., Secretary to Government, dated 3rd August 1859, No. 3429.

No. 111, dated 28th June 1859.

With reference to para. 2 of Extract from the Minutes of Consultation, No. 252, dated 27th January 1859, I have the honor to state, for the information of Government, that the Collector of Sal m reports* the proportion of cost to be borne by the Mootahdars of Tadavally and Cheldumpatty, in rebuilding the ruined annicut of Karasalumputty, in the District of Salem, at Rupees 707-14 and Rupees 383-0-6, respectively. Deducting these amounts from the estimate of Rupees 2,840 submitted with Colonel Faber's letter noted in the margin, a balance of Rupees 1,749-1-6, remains as the share of Government in rebuilding the annicut in question; which amount I have to request may be disbursed from the one lac fund, as stated in the order quoted above.

No. 6812, dated 6th January 1859.

No. 63. ORDER THEREON, 10th August 1859, No. 1916.

The Governor in Council sanctions the disbursement from the one lac fund of the current year, of the sum of Rupees (1,749-1-6) one thousand, seven hundred and forty nine, anna one, and pice six, being the Government share of the cost of rebuilding the Karasalumputty annicut in the Salem District.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 64. Read the following letter from Lieut.-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 27th July 1859, No. 3173.

July 14th 1859, No. 2731.

Not having received the orders of Government upon my letter on the subject of the Madras pier as per margin, but being informed by yourself that the Government approves of the pier being begun at the point referred to in para. 3 of my letter, that is, the high water mark as laid down on Major Orr's section, I have, as I am about to proceed on leave, considered it right to intimate to Mr. Gilbert that the intention of Government is as above.

2. According to this decision there will remain a space of 180 feet from the coping to the pier, to be filled up in some manner. I do not think that any plan of effecting the junction will answer so well as a continuation of the pier structure, and I am obliged, therefore, to recommend this, though it will be very expensive, the cost of each bay of 10 feet being estimated by Mr. Gilbert at 700£, and the total cost of 18 bays consequently at 12,600£. Major Orr has, I observe, recommended the same measure in his letter of the 15th of April, submitted by me on the 15th idem; and I now propose that a communication may be made to the Home Government, for the purpose of procuring the additional iron and wood work for the junction. As the sand is liable to disturbance between the coping and point of departure of the pier, it will be expedient that the files for the junction shall be of equal length with those at the beginning of the pier.

In No. 9595.

3. I beg to add that having communicated with Messrs. Gilbert and Gibson on the subject of the last para. of Mr. Whites' letter of the 21st of May 1859, I am informed by those gentlemen, that in their opinion, it is unnecessary that any alteration should be made in the length of the piles. This is entirely the affair of the contractor, who is bound to screw the piles to certain specified depths, and it is also his business to make a section should he consider the measure necessary.

In Proceedings of Government 15th July 1859, No. 1717.

4. A copy of this letter has been forwarded to Mr. Gilbert.

No. 65. ORDER THEREON, 10th August 1859, No. 1917.

Ordered that this letter and the previous correspondence on the subject of the Madras pier be brought to the notice of the Home Government.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 66 Read the following Proceedings of the Madras Government in the Public Department, dated 5th August 1859, No. 1210.

Requesting to issue orders to carry out the improvement suggested regarding a Verandah and to call for an estimate of the expense of converting a pucka built shed into a Library and Reading room in the Museum. } (Vide Public Proceedings from 30th July to 5th August 1859, Nos. 70-71.)

No. 67. ORDER THEREON, 10th August 1859, No. 1918.

Communicated to the Chief Engineer for information and guidance.

2. The work referred to in para. 2 of Lieutenant Mitchell's letter is sanctioned for immediate execution; but an estimate should in the meanwhile be prepared and submitted for sanction.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 68. Read the following letter from Mr. R. KENNEDY; to D. F. CARMICHAEL, Esq., Private Secretary to the Honorable the Governor, dated Adyar, 3rd August 1859.

I have received this morning the petition to His Excellency the Governor, forwarded by you without remark, and beg to trouble you with a few remarks thereupon.

2. The petition refers to the misconduct of the boatmen on the Sadras branch of the canal, and I have no doubt the petitioners tell the truth, having often myself witnessed the shameful manner in which the boatmen treat their passengers, and having experienced their irregularities when forced to hire a boat, while my own has been undergoing repair; and if they act so to me, when they know I have charge of the canal, it may easily be conceived how they will act to helpless strangers.

3. A petition exactly similar was sent to me also, and I regret to say that in such a case I am utterly powerless; and the sufferers have no redress. They cannot carry their grievances to the Collector, having neither time nor means to vindicate their rights.

4. The question of empowering the Officer in charge of the canal to punish irregularities was submitted to Government long ago, Government, however, opposed the principle of granting any magisterial functions to such Officers; wisely it may be; yet there can be little doubt if judiciously exercised, the granting of such power would be of great benefit to the canal.

5. It is true there is the village Police to whom we can carry our complaints, but we find the latter after a little while requiring to be stirred up afresh by their superiors, whom it is not pleasant to trouble with petty grievances, such as breach of rules by boatmen mooring boats across the narrow channels; damaging banks or cuttings; villagers destroying trees; cattle trespassing, &c., &c. It is only a week or two since Mr. Shubrick fined some of his Police Officers at Pulicat, for neglect of complaints constantly brought to their notice by my Overseer.

6. During last month I have had the traffic of the Sadras canal carefully registered, and the result is quite surprising, being greatly in excess of what we anticipated. This is the first time the actual figures have been ascertained and the result is very gratifying, and I venture to trouble you therewith, knowing how much the Governor is interested in the question, and thinking you may consider it of sufficient importance to submit to His Excellency.

7. The following are the totals of 29 days traffic, we began to register on the 3rd July.

Passengers to the South.	Passengers to the North.	Total.	Travellers who crossed the lattice bridge in 29 days (walking.)	Bandies that crossed the lattice bridge in 29 days.
(In 29 days) 3,842	4,914	8,756	28,611	3,937
daily average 132½	169½	302	986½	136

that is a daily total on the move in boats of 302 passengers; and 986½ travellers, and 136 bandies going parallel to it across the plains, without any thing worth the name of a road, showing the possibility of immense increase.

8. The fares are from one to three annas, the number of boat loads of passengers was 349, while the number of passengers' boats actually plying on the canal is 28.

9. The lattice bridge referred to in the traffic return, is a mile and a half south of Guindy road. It carries the traffic over the canal. Span 58 feet. Material of bridge teakwood, with laterite roadway. There is a good road to it, passing the house now occupied by Mr. Morehead. The boats are moored at this bridge owing to its vicinity to a choultry, at which the travellers put up. Very rarely do the passengers come as far north as the Adyar.

10. His Excellency writes across the petition, "where is this Ferry." It is the Sadras canal the Petitioners refer to and their expression, " across the river," means I think, along the canal. They complain of overcrowding the boats, &c. There are no rules to bind or guide the boatowners and boatmen. The boats can take 30 passengers comfortably for natives, I have counted 60 in them.

11. I beg you will excuse my saying so much, I could not resist the opportunity to note down what the canal is doing, which I only ascertained correctly yesterday.

No. 69. ORDER THEREON, 11th August 1859, No. 1919.

This letter shews the necessity of some regulations on the Sadras canal, to protect passengers from the rapacity and insolence of the boatmen; and the same necessity no doubt exists on the northern canal, though it has not been so prominently put forward. It has been found necessary in other countries to establish a system of licenses for boats as well as land conveyances carrying passengers for hire, with regulations as to the number to be carried, and penalties for breach of the regulations and other misconduct. It appears to Government, looking to the large passenger traffick on these canals, that the time has come for such regulation in this country; and the Governor in Council resolves to transmit Mr. Kennedy's letter to the Board of Revenue with the request that they will, in communication with the Chief Engineer and if necessary with the Government Solicitor, submit a draft of the rules which they may consider it expedient to enact.

2. They will not fail to consult the provisions existing in similar cases in England, and will select such of them as may seem suitable. It will be necessary to consider not only what offences shall be punishable, and with what penalties, but in whom cognizance of the offences shall be vested. A legal enactment will be necessary, which should be made to come into force in any locality where the Governor in Council may think it necessary to apply it.

3. The Board will be requested to give their early attention to the subject.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 70. Read the following letter from Lieut.-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 12th July 1859, No. 2662.

In the order of Government as per margin, para. 9, the Chief Engineer was requested to supply information as to the number and location of the steam dredges, the arrangements under which it was proposed to employ Mr. Flockhart

July 10th 1858, No. 1330.

and their cost, with the necessity and cost of apprentices to be employed under that Engineer. The necessity of apprentices was explained in Lieutenant-Colonel Lawford's letter of the 19th of October 1858, No. 4680, recommending the formation of a mechanical class in the Engineering College, and full information about the dredges and Mr. Flockhart's employment was supplied in Colonel Faber's letter of the 21st of March 1859, No. 8838.

2. The order of Government approving generally of the formation of a mechanical class in the College, was communicated to Mr. Flockhart for report upon the points specified in para. 3, and on the 21st of December, the Engineer replied; but his letter has not been as yet disposed of.

December 13th 1858, No. 2688.

3. In submitting the letter, I beg to state, that I entirely agree with Mr. Flockhart, that the proposed apprentices can be trained only in the workshop; and I am of opinion, that it is very desirable that steps should be taken for entertaining the four individuals whose instruction Mr. Flockhart is prepared to undertake at once; for I believe it to be of the utmost importance to provide skilled mechanical labor in the country, instead of being obliged to import it as now; and as it is settled to retain Mr. Flockhart at the Presidency, it is further highly necessary and desirable to make the best possible use of his services in all respects. He states, that the apprentices must be actual workers, and that when repairs or fittings are not going on, they should be employed in the manufacture of tools for use in the department. He would, as above stated, take at first only four apprentices to be encreased to six after one year, to nine at the end of two years, and after three to twelve. The first four are expected to be qualified at the end of the fourth year to be sent out for work in the department, and their places might then be supplied.

4. The charge for each apprentice would in the first place be Rupees 7 for payment of the apprentice, and half a Rupee daily for Mr. Flockhart's fee. This, according to usage, would be paid without deduction for Sundays and holidays, but not when the apprentice might be absent on special leave for any cause. It might, therefore, average 13 Rupees monthly, making the total charge for each apprentice, Rupees 20.

5. I have consulted with Captain Winscom on the subject of these apprentices, and he is of opinion, that it will be impracticable to retain any that may be inclined to enter Mr. Flockhart's workshop, unless definite prospects of employment at the end of their apprenticeship are opened to them. I think, therefore, that it is advisable to constitute a number of appointments of Sub-Overseer of the 1st class, to be held by these apprentices, and eventually some of the upper subordinate class. If this is done now, there will be no charge on account of the appointments for three or four years, and the apprentices will have some certain employment to look to.

6. There are two of the stipendiary students in the Engineering school, who are willing to enter the workshop; and are recommended by Captain Winscom. If Government will sanction the payment of Mr. Flockhart's fees for these persons, I can transfer them at once. For the pay of the other two, I beg to submit an application in the prescribed form. The entertainment of others at the end of the first year will, of course, be a subject for future consideration. I have included in the application the pay of four Sub-Overseers of the 1st class, as proposed above.

7. I also forward an indent for the additional apparatus that Mr. Flockhart will require to render his establishment efficient.

8. In the foregoing proposition, I have not adverted to the subject of security for the apprentices; for I do not see how it is to be obtained from natives of the class from which these men will be taken. The Government will, therefore, if my plan is approved, undertake the risk of losing the services of men trained at considerable expense, and I should not propose such a risk, if I saw any way of avoiding it. On the other hand, as the apprentices will be workers, they will, during their servitude, repay much of the outlay upon their education, and will also save to some extent the high wages of the European Engineers.

No. 71. ORDER THEREON, 11th August 1859, No. 1920.

Para. 1. The Government approve the arrangements proposed by the Chief Engineer in this letter for providing skilled mechanical labor in the country, and accordingly sanction the entertainment of four apprentices, to receive professional training under Mr. Flockhart Mecha-

nical Engineer. Two of the stipendiary students in the Engineering school who are willing to enter the workshop will be transferred at once; and the remainder will be selected by the Chief Engineer.

2. The Government sanction the allowance of Rupees 7 each per mensem proposed for the two apprentices to be newly engaged; as well as the payment to Mr. Flockhart of the allowance of one shilling, or 8 annas a day, authorized by the regulations of the Indian Navy for each apprentice under the tuition of a "First Class Engineer."

3. The Government also approve the proposal to open to the apprentices a number of appointments similar to those obtaining in the Public Works Department in order to hold out to them the prospects of employment at the termination of their apprenticeship. The number of such appointments will be restricted to four and for the present will be confined to the lower subordinate grade. The appointment of four Sub-Overseers of the first class 3rd grade will be sufficient as a commencement.

4. The salary of four officers of this class will amount to Rupees 1,920 per annum, but as observed by the Chief Engineer no charge will be incurred on this account for some years to come, i. e. until the expiry of the term of apprenticeship. In the mean while the sanction of the Government of India will be solicited to these appointments, and the opportunity will be taken of reporting the above Proceedings for the confirmation of that Government.

5. The Chief Engineer will forward an indent in the usual form for stores to be supplied from the Arsenal, and for what is not procurable there, he will submit a special indent for transmission to the Home Government.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 72. Ordered in consequence that the following letter be despatched.

From J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George; to Lieutenant-Colonel H. YULE, Officiating Secretary to the Government of India, P. W. D., dated 11th August 1859, No. 1921.

From Chief Engineer with enclosures 12th July 1859 No. 2662.
Proceedings thereon, dated 11th August 1859, No. 1920.
One tabular statement.

Para. 1. I am directed by the Honorable the Governor in Council to forward the papers noted in the margin, together with an application, in the prescribed form, for sanction to the expenditure involved in the entertainment of certain apprentices proposed to be placed under the professional training of Mr. Flockhart Mechanical Engineer.

2. The object in view is to provide skilled mechanical labor in the country instead of being obliged to import it, and the arrangements suggested by the Chief Engineer seem well calculated for that purpose. Colonel Bell proposes to place four apprentices under Mr. Flockhart's tuition, but as two of the stipendiary students in the Engineering school are willing to enter the workshop, it is only necessary to entertain two more and to assign a salary of 7 Rupees per mensem to each of them.

3. The Government have sanctioned this part of the arrangement, subject to approval; and have also authorized the payment to Mr. Flockhart of the allowance of a shilling a day allowed by the regulations of the Indian Navy for the tuition of each apprentice.

4. Colonel Bell also proposes to open a number of appointments, similar to those obtaining in the Public Works Department, to the apprentices, in order to hold out to them the prospect of employment at the termination of their apprenticeship. For the present he suggests that there should be four Sub-Overseers of the first class 3rd grade. Their salary will amount to Rupees 1,920 per annum, but no charge will be incurred on this account for some years to come; i. e. not until the expiry of the term of apprenticeship.

5. The whole of the arrangements are represented in the accompanying tabular statement to which I am directed to solicit favorable consideration, as well as the confirmation of the Government of India to the proceedings taken by this Government in the matter.

Public Works Department, Statement of Increase to Establishment in this

			Year.	Charges. Ordinary.	Extraordinary.	Total.
			......	......	......	......

Extract from Home Dept. of Govt. of India. No.	Date.	Office to which the Proposition refers.	Nature of Charge. Present scale.	Rs.	A.	P.	Proposed scale.	Rs.	A.	P.
		Public Works Department.					2 Apprentices at Rs. 84 each per annum..................................	168	0	0
							Tuition fees of 4 Apprentices at Rs. 182½ each per annum.........	730	0	0
								898	0	0
							*4 Sub-Overseers of the 1st class, 3rd grade at Rs. 480 each per annum..................................	1,920	0	0

* These appointments are proposed to be conferred on the apprentices at the

Fort Saint George, 11th Augt. 1859.

Department, recommended for the sanction of the Government of India.

Proposition.											
Permanent.		Temporary.				Casual or Extraordinary.	Grounds of Proposition.	Local Government's recommendation.	Orders of the Govt. of India.		
Increase per month.	Decrease per month.	Period.	Increase per month.	Period.	Decrease per month.				Home Dept.	Financial Department.	
									Remarks.	Remarks.	Orders.
Rs. A. P.											
74 13 4							Vide letter to the Secretary to the Government of India, dated 11th August 1859 No. 1921.	Favorable.			
160 0 0											

end of their apprenticeship and will form no charge for three or four years.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 73. Read the following letter from J. L. LUSHINGTON, Esq., Civil Auditor; to T. PYCROFT, Esq., Chief Secretary to Government, dated 22nd July 1859, No. 515.

M. G.	17th	July	1856	No.	837,	Public.
,,	2nd	July	1856	,,	674,	Revenue.
,,	26th	March	1857	,,	558,	Public Works.
,,	18th	Decr.	1857	,,	607,	Financial Railway.
,,	24th	Sept	1858	,,	633,	do.
,,	11th	June	1859	,,	812,	Judicial.

With reference to the several orders of Government, noted in the margin, empowering heads of offices to grant leave to subordinates, in receipt of salaries of 100 Rupees and upwards, I have the honor to request that you will be good enough to inform me, whether it was intended that applications from subordinates in receipt of less salaries than Rupees 100 should also be reported on by me. I mean of those employed in the Public Works Department, whose appointment as Overseers, &c., are notified in the Gazette. From the mere fact of their appointments being so notified, the Chief Engineer forwards their applications for leave for my report; should the Government be pleased to extend their orders of the 26th March 1857, No. 558, Public Works Department, to the whole of the Public Works Department; they will relieve this office of much labor.

The subordinates in the Public Works Department, whose salaries are less than 100 Rupees number about 350.

No. 74. ORDER THEREON, 11th August 1859, No. 1922.

The Government do not consider it necessary that applications from subordinates of the Public Works Department in receipt of salaries less than 100 Rupees per mensem, for leave of absence under the uncovenanted service rules, should be forwarded for the report of the Civil Auditor. Following the practice of the Revenue Department leave will be given to such servants without the Civil Auditor's report; but all such leaves will be brought under the Civil Auditor's review in the monthly statements to be submitted by heads of offices.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 75. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 25th July 1859, No. 3087.

2 Letters from the District Engineer of Cuddapah, dated respectively 11th April and 6th July 1859, Nos. 1599 and 277, with 1 abstract estimate.

I have the honor to forward for submission to Government, an estimate of Rupees 1,500, for placing pillars and railings along the outer edge of the road over the Goolcherroo ghât, Cuddapah District.

2. Captain Hemery states that at present there are parapets at the turnings and most dangerous places, but owing to the greatly increased traffic, an extension of these is absolutely necessary to guard against accidents. He also shews that whereas on the 2nd April 1851, the number of carts which passed over the ghat was seven, the number on the corresponding dates of this year was 195, and proceeds to state the frequency of accidents of which an instance is given.

Dated 6th July 1859, No. 277.

3. In a second letter Captain Hemery explains, that an estimate of Rupees 17,960 was submitted by the late Superintendent of Roads, for completing the ghât, including parapett walls, but the amount was reduced to Rupees 14,592 sanctioned on the 20th May 1851, No. 175.

4. Considering the great importance of the route to Cuddapah over this ghât, and the danger to which the traffic is now exposed for want of parapets, I beg strongly to recommend for immediate sanction the estimate now forwarded, and the appropriation of funds from the sum allotted in the Budget to emergent and isolated works.

N. 76. ORDER THEREON, 11th August 1859, No. 1923.

The estimate is sanctioned for immediate execution. The expenditure to be charged to the one lac fund.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 77. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 26th July 1859, No. 3092.

No 1335, dated 12th July 1858.
1 Original letter from the District Engineer Chingleput, No. 400, dated 14th July 1859.

With reference to the order marginally quoted, I have the honor to report, that the bridge over the Cooum river on the road from Poonamallee to Avady is completed with exception of the parapets, and I beg to suggest, that its being opened for traffic may be notified in the Gazette.

2. The District Engineer recommends that the communication should be entered as a 3rd class Government road, and that a maintenance allowance of 200 Rupees a mile should be sanctioned for its repair, amounting to Rupees 1,030, for a distance of five miles, one furlong forty yards, and I beg to support Captain Moberly's application.

No. 78. ORDER THEREON, 11th August 1859, No. 1924.

Para. 1. The Government sanction an annual allowance of Rupees 1,030, for the maintenance of the road from Poonamallee to Avádi being at the rate of Rupees 200 per mile for five miles one furlong and 40 yards, the same to take effect from the 1st May 1859.

2. The bridge over the Cúam on this line being completed, with exception of the parapets, a notification will be inserted in the Gazette to the effect that the road is open for traffic. If the parapets are not to be built immediately, temporary parapets should be put up to prevent accidents.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 79. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of the Central Office; to J. D. BOURDILLON, Esq., Secretary to Government, dated 6th August 1859, No. 3549.

No. 1688, dated 12th July 1859.
1 Original letter from the District Engineer, Coimbatore No. 66, dated 29th July 1859.

I have the honor to acknowledge the receipt of Proceedings of the Madras Government marginally noted, and with reference to para. 10, to state for the information of Government, that the road between Ootacamund and Jackatalla is 10 miles in length.

2. I have to request also you will let me know, whether para. 11 grants sanction for the maintenance allowance of 100 Rupees per mile for the road from Jackatalla to Kunúr (three miles) and for the roads in Kunúr (five miles) in all eight miles, at 100 Rupees per mile, Rupees 800.

No. 80. ORDER THEREON, 11th August 1859, No. 1925.

The Governor in Council sanctions maintenance allowance at 100 Rupees a mile annually, for the three miles of road from Kunúr to Jackatalla, and five miles within the former station; total 800 Rupees. The omission of this sanction in the order of 12th July 1859, No. 1688, was an oversight.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 81. Read the following.

No. 3555.

List of a Bill of the District Engineer of Bellary for work executed on emergency, submitted for the sanction of Government.

Audit No.	Date of Bill.	Description of Work.	Amount of Bill.			The year for which the expenditure appertains.	Remarks.
			Rs.	A.	P.		
966	1858 Decr. 20	Repairing and white-washing and fitting up a portion of the left wing old European Barracks in the lower Fort of Bellary, for the accommodation of Drivers of Horse Field Battery No. 7, executed on emergency under the orders of the Officer Commanding.	1,279	4	8	1858-59	This work was first ordered to be commenced by the Officer Commanding the Division, and was afterwards approved of by Government for immediate execution, vide Extract Minutes Consultation, dated 16th April 1858, No. 698.

Central Office of P. W.,
Fort Saint George,
6th August 1859.

(Signed) E. LAWFORD, Lieut.-Colonel,
Dy. Ch. Engr. in charge of the Central Office.

No. 82. ORDER THEREON, 11th August 1859, No. 1926.

The Bill is sanctioned.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 83. Read the following Proceedings of the Madras Government in the Military Department, dated 5th August 1859, No. 2789.

Estimate of Rupees 3,210 for quarters for the medical warrant officer at Pootoor in Canara, approved for entry in the ensuing Budget. (Vide Military Proceedings from 30th July to 5th August 1859, Nos. 182-183.)

No. 84. ORDER THEREON, 11th August 1859, No. 1927.

Communicated to the Chief Engineer for information and guidance.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 85. Read the following Proceedings of the Madras Government in the Judicial Department, dated 6th August 1859, No. 1059.

Requesting orders for the erection of the privy and stabling for the Mounted Police picket at the water gate tannah in the north beach at a cost of Rupees 924. (Vide Judicial Proceedings from 6th to 12th August 1859, Nos. 1 at 3.)

No. 86. ORDER THEREON, 11th August 1859, No. 1928.

Communicated to the Chief Engineer for information and guidance.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 87. Read the following.

No. 3454.

List of Civil Architects Bills for works executed on emergency, submitted for the sanction of Government.

Date of Bill.	Audit No.	From whom.	Description of Work.	Amount of Bill. Rs.	A.	P.	To what year the expenditure appertaining.	Remarks.
1859.				Rs.	A.	P.		
June 29	796	Civil Architect.	Improving the ventilation of the cells at the Penitentiary, by order of the Chief Engineer, D. P. W., dated 6th November 1858, No. 5137..	220	7	10	1858-59	
,, 29	797	...... do	Repairing the drain and kitchen at Government House, Madras, by order of the Right Honorable the Governor, through the Private Secretary, dated 26th February 1859........................	48	7	0	do.	
,, 29	798	...... do	Erecting a tiled shed to cover three Horses at Jamadar's Tannah at Washermen Pettah, by order of the Chief Engineer, D. P. W., dated 17th November 1858, No. 5509............................	220	13	3	do.	
,, 29	805	...... do	Repairing and white-washing the upper room in the farm yard at Guindy Park, and raising the Pigeon house 6 feet, by order of the Private Secretary to the Right Honorable the Governor, dated 15th May 1858, and 19th February 1859..............	436	2	1	do.	
,, 29	806	...... do	Repairing the principal buildings, bungalows, stables, kitchen and godowns in the Government garden at Guindy, by order of the Right Honorable the Governor, through the Private Secretary, dated 19th October 1858.......................	234	7	5	do.	
,, 29	807	...... do	Remedying the leakage by renewing the upper coating of the terraces to the east and centre pavelion at Government garden house at Guindy, by order of the Private Secretary to the Right Honorable the Governor, dated 8th May 1858.	945	7	7	do.	
			Carried forward......	2,105	13	2		

Date of Bill.	Audit No.	From whom.	Description of Works.	Amount of Bill. Rs.	A.	P.	To what year the expenditure appertaining.	Remarks.
			Brought forward......	2,105	13	2		
June 22	921	Civil Architect.	Making certain alterations in Saint George's Cathedral, as per Extract Minutes Consultation, No. 1786, dated 1st September 1858..............	264	13	10	1858-59	The Civil Architect reports that as the alterations made were pointed out by the Trustees as they suggested themselves, an Estimate could not be submitted as called for by Government.
July 20	962	...... do	Making door-way in the female ward of the General Hospital, by order of the Right Honorable the Governor, through the Town Major, No. 502, dated 4th February 1859................	74	9	9	do.	
,, 20	963	...... do	Repairing the drain along the yard of the European Cook-room and the door of the Dead house at the General Hospital by do. do. do., No. 686, dated 17th February 1859............................	20	4	7	do.	
,, 20	964	...... do	Putting up a designation board to the office of the Register of the Diocese in the Mount Road, executed with reference to a Memo, from the Barrack Master, No. 107, dated 10th February 1859.......................	7	0	5	do.	
,, 20	965	...... do	Removing the tiger cage in the Government Park at Guindy, by order of the Chief Engineer, D. P. W., dated 25th March 1859, No. 8988.	10	8	4	do.	
,, 20	966	...... do	Repairing the sky lights and the 4 buttress rooms of the Light House at Madras, by do. do. do., dated 15th November 1858, No. 5413...	73	2	6	do.	
			Total Rupees......	2,556	4	7		

Central Office of P. W.,
Fort Saint George,
4th August 1859.

(Signed) E. LAWFORD, Lieut.-Colonel,
Dy. Chief Engineer, in chrage of the Central Office.

No. 88. ORDER THEREON, 12th August 1859, No. 1929.

The Bills are sanctioned.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 89. Read the following letter from C. J. SHUBRICK, Esq., Magistrate of Chingleput; to J. D. BOURDILLON, Esq., Secretary to Government, dated Sydapett, 6th August 1859, No. 36.

I have the honor to reply to the order of Government, No. 1821 of the 29th ultimo, calling for my report on the case in which Runga Charry and Valoomyloo Moodely were concerned before me.

2. The latter is the Overseer of the District Engineer of Chingleput, and the former is a contractor, whom he employed to undertake the repairs of the Veeraragavun sluice of the Terooneermalay tank near Palaveram, in January last. The District Engineer, having received information on the 17th March that Runga Charry was removing the old granite stones of the sluice, charged him with the same and requested that the matter might be investigated. Runga Charry was accordingly apprehended, and the matter proceeded with.

3. In the enquiry it transpired, that an estimate for the repairs of the sluice, amounting to Rupees 194, with other estimates, amounting altogether to Rupees 1,139, had been drawn up and the contract given to Runga Charry; but verbally and not in writing, as the latter's character, Valoomyloo stated in his deposition, was such, that he was not to be trusted with fulfilling a written contract.

4. The superintendence of the contract over Runga Charry was entrusted to one Kistna Row, an accountant of the Public Works Department, who was directed to see the contract rapidly completed, and to take care of the old stones which composed the old sluice. This individual, by his own account never went near the sluice while it was being broken up and rebuilt, though he was staying at Oddapollium, about ½ mile distant from it, and had received especial orders on the subject. There were, besides, 2 other servants, Pygusts of the department, whose duty it was to inspect the several works then under construction, but who neither of them went to the sluice during the critical time of its repairs, or did more than afterwards, on the 6th and 12th March, take account of 42 stones said to have belonged to it.

5. The old sluice was built of granite stones, from 2 to 3 feet long, by 1 to 1½ broad and, between 3 to 4 hundred in number, as nearly as can be guessed. The number afterwards actually recovered was 153, at and about the village, and 96 at Streeperoomadoor, 20 miles off. The time occupied in breaking up the old sluice was 8 days; many of the stones had to be dug up from under ground and under water, and no less than 24 bandy loads of these stones were taken to Streeperoomadoor.

6. These transactions are all pretended to be unknown by the Public Works servants referred to; but the Moonsiff of the village deposed, that he saw the accountant Kistna Row at the sluice, on one of the days it was being broken up, and ascertained from him and from the contractor Runga Charry that, the stones had been sold to the latter by Valoomyloo. He also states, that he saw 8 bandy loads of stones carted away while Kistna Row was there.

7. In his examination before me on the 21st March, Valoomyloo made no allusion whatever to his having received an offer, for the purchase of the stones, from Runga Charry; but before the Principal Sudr Ameen's Court, he appears to have produced the written offer of Runga Charry, dated the 7th idem. From the Sessions Court's Proceedings of the 30th April, the offer does not appear to specify any particular stones, and Runga Charry refers the offer to certain covering stones, which were in the charge of the accountant Kistna Row, and had been reported by him to Valoomyloo to be 42 in number.

8. Considering that these covering stones were on the ground at the time the offer was written, and the granite stones previously referred to had been removed, and some of them carted away to Streeperoomadoor, a week or so before, the inference, in the absence of a direct particularization of the stones, would seem to be, that the offer must of necessity have referred to the 42 covering stones then lying on the ground, and not to the granite stones which had been previouly removed. The Session Court, however, thought differently, and taking no notice of the 42 covering stones, held that Runga Charry must have offered to buy the granite stones, after he had removed them, and consequently, that he must have removed them before he had received permission to do so. In holding to this opinion, the Session Court appears to have entirely overlooked the statement of the Moonsiff, that the removal of the granite stones was consequent on their purchase from Valoomyloo.

9. Runga Charry has never denied that he removed the granite stones, when their removal was reported to the District Engineer on the 17th March, by an informer; and he rode out to the village to enquire into the matter, Runga Charry acknowledged to him that he had removed

them with Veloomyloo's permission, and that he was to give credit for them in his accounts. Considering that these stones had been removed before the date of his offer, the 7th March, and that no reply had been sent to that offer, Runga Charry's statement, that he had previously made a verbal arrangement with Veloomyloo for their purchase, would appear to be true. At least by Valoomyloo's own account, he made no enquiry after those granite stones, and contented himself with receiving the report of Kistna Row, that there were 42 covering stones in the old sluice, while the least reflection should have convinced him, there ought to have been a great many more. Valoomyloo must, therefore, either have arranged to sell and actually did sell the granite stones to Runga Charry, or else, he can have taken no trouble whatever, in ascertaining the composition of the old sluice, and properly securing its materials for Government.

10. From the District Engineer's deposition it appears, that Valoomyloo had the power to sell the materials, and therefore, considering they were removed unopposed during eight days, though the accountant Kistna Row was in the village, in direct superintendence over the stones, it appeared to me, that their removal could in no wise be charged against Runga Charry, but that if unauthorized, Kistna Row must be held to be the responsible party. With such evidence before me, it was beyond my power to conceive that their removal would have been permitted by that functionary, during that period, if he had not been instructed to do so by Valoomyloo.

11. Under these circumstances and reasons, I exonerated Runga Charry, and committed Veloomyloo and the other Public Works functionaries concerned, to the Court of the Principal Sudr Ameen, for participation and connivance in embezzlement, and misappropriation of public property; where they were every one of them absolved from all guilty knowledge or participation in the charge, and unconditionally released.

12. I must here confess, that the parties were committed on the evidence which had been taken, when they were witnesses in the charge preferred by the District Engineer against Runga Charry, and that consequently, the case was not gone into in the same manner as regards them, as it would have been, if they had actually stood before me as accused parties. Still the evidence appeared to me sufficient to implicate them as guilty parties, and any more evidence that might have been required, could have been called for by the Principal Sudr Ameen, if he had thought fit. The Government property had been made away with to a large extent, while in the charge of the Public Works officers concerned, and had neither been accounted for in its money value, or in being worked up again in the new sluice. After the old sluice was broken up, the new one was rebuilt of brick and chunam.

13. Having objected to the Principal Sudr Ameen's acquittal of the parties, I appealed to the Session Court; but it will have been already seen, though as I think, on very imperfect grounds, that the Session Court held with the Principal Sudr Ameen, and ordered Runga Charry to be committed for trial. Not concurring in the views and reasonings of the Session Court, and perceiving that the really guilty and neglectful parties were escaping the just measure of their misdeeds, I requested the interference of the Fouzdary Udalut. But that Court in a most unaccountable manner decided, that the Public Works functionaries were not responsible, for their acts in the matter, to the Magistracy, but to the District Engineer alone, and that as Runga Charry had been acquitted of fraud, proceedings against those functionaries were superfluous. They further considered, as the evidence against Runga Charry was that of his accomplices alone, the functionaries in question, the Session Judge would exercise a wise discretion in dropping the idea of having him brought to trial.

14. As regards the arguments of the Fouzdary Udalut, I believe it will be very difficult to acquiese in them. The conviction of Runga Charry was not necessary to make the sale or permitted removal of the stones, by Veloomyloo and Kistna Row, dishonest. The fact of the removal being permitted during eight days being sufficient for the purpose, when their value was not accounted for. The sale and removal may have been perfectly honest as regards Runga Charry, and perfectly dishonest and fraudulent as regards those servants. If Runga Charry was to build up the new sluice of brick and chunam, there was no reason why he should not purchase and remove the granite stones of the old sluice. The Fouzdary argument that his conviction was

necessary to the implication of the Public Works people, would, therefore, seem to be untenable, and carried out, would absolve all Government servants of responsibility. The roguery of the latter as Government servants, is further established by their substituting a perishable sluice of brick and chunam for a durable sluice of granite, though the latter material was ready at hand and did not require to be purchased, while the former had to be expressly made and paid for.

15. Adverting to the concluding sentence of the District Engineer's letter on the order of Government under acknowledgment, I am not aware where he could have got his information relative to Runga Charry's escape from the Nazur guard; at least it was never reported to me either by the Principal Sudr Ameen or the Session Judge.

No. 90. ORDER THEREON, 12th August 1859, No. 1930.

A copy of this letter will be transmitted to the Chief Engineer, and that officer will be requested to report fully to Government at his early convenience, on the matters set forth in it; which, as they now stand, are calculated to give a very unfavorable impression of the efficiency of the Public Works Department administration in the Chingleput District.

2. The Government Pleader will also be requested to obtain from the Foujdaree Udalut, for the information of Government, a copy of the decision passed by the Court in the case referred to in the Collector's letter, as well as of the decisions of the lower Courts.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 91. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge of Central Office, P. W.; to J. D. BOURDILLON, Esq., Secretary to Government, dated 4th August 1859, No. 3455.

Referring to the correspondence noted in the margin, I have the honor to forward herewith, a letter received from the Acting District Engineer of Ganjam, in continuation of his previous reports on the executive arrangements in the Kimedy Estate.

Letter from District Engineer, Ganjam, dated 14th July 1859, No. 21, with 1 progress report.
To Government, 7th July 1859 No. 2494.
From do. 15th do. „ 1718.

2. The subordinate department is said to consist of three Assistant Overseers, viz., Corporals Thorpe and Fuller of the corps of Sappers and Miners, who receive respectively a salary of 80 Rupees per mensem, and are allowed each an office establishment as per margin. The establishment* of the officer at present in charge of the Estate and that† of the manager are also given in the margin. The total cost of the subordinate agency employed is, therefore, Rupees 450-8-0 per mensem.

	Rs.	A.	P.
1 Writer	15	0	0
1 Lascar	5	0	0
	20	0	0
* 1 Estimate maker	40	0	0
1 Head writer	25	0	0
3 Lascars at 7 Rs. each	21	0	0
	86	0	0
† 1 Maistry	17	8	0
1 Goomastah	12	0	0
	29	8	0
1 Sub-Overseer	35	0	0

3. Captain Harington reports that Corporals Fuller and Thorpe are most efficient men, and have been found practically equal to the duties of the grade of Overseer. At present they are only temporarily employed, and are liable to be remanded to their corps in the event of the works in Kimedy being discontinued, as permanency of employment stimulates to a course of good conduct and usefulness, the District Engineer recommends that the Corporals in question should be brought on the permanent strength of the department as supernumerary Overseers on special duty in Kimedy, and be allowed the pay of an Overseer of the Department of Public Works, with the office allowance attached to that grade. The increased monthly charge which this recommendation will entail, is therefore, Rupees 24, and Captain Harington proposes that they should continue to draw their pay and allowances from the Zemindary funds.

4. Corporal Fuller is stated to have passed the prescribed examination for the grade of 1st class Sub-Overseer, and Corporal Thorpe is one of those who lost the appointment of Assistant Overseer which he held in the department prior to its reduction in 1857 ; but as practically, the individuals in question have been found to be fully equal to the duties of the grade of Overseer, I beg to recommend for favorable consideration the proposition of the District Engineer as regards these men, on condition that they shall pass the prescribed examination in a moderate space of time.

5. Captain Harington bears testimony to Parthasardy, the 3rd Assistant Overseer, being an energetic and intelligent man, with a very fair knowledge of English, accounts, estimating and road making ; but before recommending him likewise for permanent employment, he wishes to observe his conduct for some time longer.

6. Captain Harington suggests that the members of the Kimedy Public Works Department should be governed by the rules which obtain in the Government Department Public Works, as regards leave of absence, travelling allowances, accounts and all other details of interior economy. In this opinion, I entirely concur.

7. In conclusion, I request that the proposals of the District Engineer, that all accounts of works and expenditure in the Kimedy Estate should be closed by the Assistant Agent up to 30th June 1859, to enable the Engineer Department to conveniently take charge from 1st July, i. e. the beginning of fusly 1269, may receive the approval of Government.

No. 92. ORDER THEREON, 12th August 1859, No. 1931.

Forwarded to the Board of Revenue for report with reference to the order of the 15th July 1859 No. 1718.

(Signed) W. C. SIM,
Actg. Dy. Secretary to Government.

No. 93. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge Central Office, P. W. ; to J. D. BOURDILLON, Esq., Secretary to Government, dated 6th August 1859, No. 8554.

With reference to para. 7 of the orders of Government, No. 744, dated the 4th June last, I have the honor to forward herewith for their information, two original letters with their enclosures, from the District Engineers of Nellore and Chingleput, shewing the number and names of trees that have been planted on the sides of the northern and southern canals.

1 Letter from the District Engineer of Nellore, No. 1533, dated 14th July 1859, with 1 enclosure.
1 Letter from District Engineer, Chingleput, No. 512, dated 30th July 1859, with 1 enclosure.

2. The District Engineer of Chingleput brings to notice that a great number of the trees planted have not survived, which he thinks is owing to the saline nature of the soil, and for this reason, he recommends that Dr. Cleghorn, the Conservator of Forests be requested to furnish a list of such trees as would thrive in a soil of that kind, and would be also useful.

3. Captain Mullins states that in the 12 miles of canal in his district, with the exception of one or two places, trees can only be planted on the east side, the west side being generally under water for several months in the year.

No. 94. ORDER THREEON, 12th August 1859, No. 1932.

Resolved that this letter from the Chief Engineer be forwarded to the Conservator of Forests, with the request that he will obligingly afford information on the point specified in para. 2.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 95. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 29th July 1859, No. 3255.

Referring to para. 5 of the Extract from the Minutes of Consultation, No. 60, dated the 7th January last, I have the honor to forward, for submission to Government, an estimate amounting to Rupees (450) four hundred and fifty, for repairing the Tankam Bungalow in the District of Madura.

2. The estimate has been examined in this office, and as the repairs involve only an expenditure of Rupees 450, I beg to recommend that Government will be pleased to authorize the amount to be defrayed out of the funds in the hands of the District Engineer for general repairs.

No. 96. ORDER THEREON, 12th August 1859, No. 1933.

The estimate received with this letter is sanctioned; the cost will be defrayed out of the proceeds of the rent of the Tankam for the current year.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 97. Read the following letter from Colonel A. COTTON, Commandant of Engineers; to J. D. BOURDILLON, Esq., Secretary to Government, dated 10th August 1859, No. 330.

With reference to the Proceedings of the Madras Government, under date 23rd July 1859, No. 1777, I have the honor, with the approval of the Committee, to recommend Lieutenant D. H. Trail, of the Engineers, as soon as he has passed examination in Teloogoo language, for employment on the Fortification, which will probably be in a few weeks.

No. 98. ORDER THEREON, 12th August 1859, No. 1934.

Forwarded to the Military Department in view to the necessary application being made to His Excellency the Commander-in-Chief.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 99. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, C. C., in charge Central Office Public Works; to J. D. BOURDILLON, Esq., Secretary to Government, dated 1st August 1859, No. 3301.

I have the honor to forward for submission to Government, the accompanying letters*, from the District Engineer of North Arcot, recommending that T. Rungiah Naidoo, the late storekeeper in the district, and now unemployed, may be exempted from the uncovenanted service examination, and declared eligible for re-employment under Government.

* Dated 6th and 15th July 1859, Nos. 391 & 460.

2. When storekeeper Rungiah Naidoo was, it appears, transferred by the Acting District Engineer to Lieutenant Clay's office, in order to secure in that office greater punctuality and correctness of the accounts, and Umblaven, the accountant in that office was appointed storekeeper in lieu, an arrangement which did not meet with Lieutenant Clay's concurrence, that in a short time Rungiah was obliged by sickness to take leave for two months, and when that expired and Lieutenant Clay could not be forced to take him back, as he represented him to be slow

and unequal to his work, he was permitted to keep the substitute, and Rungiah Naidoo was allowed further leave with a view to his employment, when an Executive Officer is appointed to the district, but six months having expired and it not being possible to restore him to the situation of storekeeper, which was permanently filled up by Mr. Dopping, his name was removed from the establishment list.

3. It thus appears that Rungiah Naidoo lost his employment from no fault of his own, and deserves, therefore, to be re-employed in the public service, and besides, Captain Prendergast reports that he has the character of being a good accountant and storekeeper, and that the has shown himself to be a steady and trustworthy man, I have the honor to recommend that he may be exempted from the uncovenanted service examination rules, and declared eligible for reemployment in the public service.

No. 100. ORDER THEREON, 12th August 1859, No. 1935.

It appears from Captain Prendergast's letter, that Rungiah Naick was removed from the District Engineer's office by Mr. Dopping for inefficiency, and that he wholly failed to give satisfaction to Lieutenant Clay to whose office he was tranferred. Under these circumstances the Governor in Council declines to exempt him from the operation of the examination rules.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 101. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 25th July 1859, No. 3086.

Adverting to para. 3 Extract Minutes Consultation, dated 25th October 1855, No. 726, and to a subsequent order* of Government as per margin, I have the honor to forward for submission to Government, the accompanying list of roads, compiled from the returns received from the provinces.

* No. 956, dated 21st April 1859, para. 4

2. On examining these lists I find that the great majority of roads entered in them is not at all of the class of those which have been made and abandoned. In Malabar for example, no less than 70 roads are in the list; and it is well known that these roads, with few exceptions, were never made at all. There are also other roads in the list which have been only partially made, but have not been abandoned, though the repairs may not have been efficiently provided for. I have, therefore, felt unwilling to submit the list to Government, and only do so because of the great length of time that has passed since it was called for and the apparent inutility of further delay. The list may be presumed to contain all the few roads that have been made and abandoned, and the information is, therefore, complete, though mixt up with a great deal more which was not required.

3. I propose, as directed in the order of the 25th October 1855, to call for estimates for repairing and maintaining the roads which have been abandoned or neglected, and would still be useful as second class roads.

No. 726.

4. The return of the Tanjore district, although received in the Central office, is not embodied in the list now submitted, owing to the representation† of the District Engineer, that in consequence of his recent arrival in the Tanjore province, he is unable to form an opinion regarding the restoration of the several lines of roads recommended by the Executive Officers. Captain Oakes further states, that a copy of the return above alluded to, has been forwarded to the Collector for his opinion. Captain Oakes' proposition will, on receipt, be separately submitted to Government.

† Vide letter from the District Engineer Tanjore, No. 64, dated 7th July 1859.

No. 102. ORDER THEREON, 12th August 1859, No. 1936.

The list now submitted in pursuance of a call by Government made in December 1855, being so different from what was intended in the order, and from the terms of the heading, as quoted in Colonel Bell's letter, would only mislead; and it will therefore be returned to the Chief Engineer. It is unnecessary to take further steps to prepare the statement.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 103. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of the Central Office of Public Works; to J. D. BOURDILLON, Esq., Secretary to Government, dated 1st August 1859, No. 3323.

I have the honor to forward for submission to Government and for approval, the accompanying draft Proceedings with which I intend to circulate for information and guidance of Collectors and District Engineers, the order of Government No. 1801, dated 26th July 1859.

2. Should there be no objection to the same, I beg that sixty copies of the order of Government with my Proceedings may be struck off at the Government Press office, for the purpose of being despatched to the officers concerned.

No. 104. ORDER THEREON, 12th August 1859, No. 1937.

The circular submitted with this letter is approved. The Governor in Council trusts that District Engineers will exercise all possible care to secure efficiency in the Range Establishments; as on this will depend so greatly, not only the right conduct of the public service, but the success and reputation of the officers themselves. The claims of existing servants to their present places and pay, though justly to be regarded, as noticed in para. 5 of the circular, must be held to be secondary to that object.

2. With reference to para. 2 of the letter, the Deputy Chief Engineer in charge will be informed that the Superintendent of the Government Press has orders to attend punctually to his instructions as to the printing of his circulars, and that special orders from the Government in each case are not necessary.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 105. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge of the Central Office of P. W; to J. D. BOURDILLON, Esq., Secretary to Government, dated 11th August 1859, No. 3746.

In obedience to orders given personally to Major Horsley by His Excellency the Governor, I have the honor to submit an indent, together with plans and a specification drawn out by

Mr. Civil Engineer Faulkner, of the particular description of Engine recommended to be sent for from England, for lifting water from the ditch of the Fort into the reservoir on the magazine, and for filling the cistern for flushing the drains in Black Town.

2. As both these works are contracted for by Mr. Faulkner, it was considered right to consult him in the matter of the Engines, which are to be 12 horse power nominal, and to consume their own smoke. Inconvenience from this cause, it is therefore hoped, will be avoided. At the same time, coke is so useful and economical as fuel in comparison with the inferior coal, often obliged to be used in this country for want of better, and moreover, absolutely necessary, as experience has shewn, in working the 6 horse power Engines with tabular boilers at present in use with this department, that I recommend 1,000 tons being procured from England, along with the two 12 horse power Engines for the Department of Public Works.

3. The plan of the locality, together with Mr. Faulkner's detailed specification will plainly shew the Engine manufacturers in England what is required.

No. 106. ORDER THEREON, 12th August 1859, No. 1938.

Ordered that this letter and its enclosures be forwarded to the Home Government with a request that the indent for engines and coke submitted by the Chief Engineer may be immediately complied with.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 107. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 29th July 1859, No. 3221.

1 Original Letter.
1 Statement.

With reference to Extract Minutes Consultation, No. 432, dated 25th February 1859, I have the honor to forward a statement, exhibiting the amount expended on repairs to breaches of river and channel embankments and roads, &c., in the Tanjore District, since the commencement of the present official year, and the probable amount that will be required for the remainder of the year.

2. The District Engineer postponed* forwarding the paper, in the hopes of being able to submit a general statement of the work executed in closing breaches, strengthening the river and channel banks, and repairing roads injured by the floods of October and November 1858, and the hurricane of April last, but not having received the necessary returns from all the executive officers, he has submitted the enclosed, to accompany his application for a further amount to complete the repairs.

* No. 82, dated 16th July 1859.

3. Every possible effort has been made during the last four months to restore the banks, and clear out the accumulations in the channels, and the District Engineer has ascertained from personal observation, in four ranges, that no loss need be apprehended from the approaching freshes if they do not rise above the ordinary level, and the country is not again deluged by an

unprecedented fall of rain as in last April. In range No. 5, which the District Engineer has not personally inspected, he is led to believe that the works are also in a forward state of progress.

4. Captain Oakes hopes to be able by the end of the present month, to report the actual state of every breach, on the 31st of May last, and progress made in completing the repairs.

5. The delay in furnishing the information is owing to the reduced state of the executive whose time has been solely and fully occupied, in vigorously pushing on the works in readiness for the freshes.

6. Captain Oakes states,* that " the difference between the amount of estimates sanctioned, " and the amount drawn, or applied for up to the 31st July, is only " Rupees 32,728-7-9, but of the 1,00,000 of unpassed estimates, I " anticipate that at least one half has been already expended, and I trust that by the end of " the month, Rupees 10,000 will have been expended in restoring the roads, this leaves a balance " of some Rupees 92,000 unexpended on account of the passed estimates, and if to this be add- " ed Rupees 50,000 on account of estimates unpassed, Rupees 40,000 on account of roads and " Rupees 20,000 for contingencies required for expenditure up to the 30th of November, it " makes in all Rupees 2,02,000, of which a balance of Rupees 16,000 remains in hand and Ru- " pees 1,86,000 requires immediate sanction, a further sum of Rupees 56,153-10-0 requires " sanction for reasons given in the statement."

* Para. 5.

7. Rupees 50,000 may appear a large sum for the restoration of the roads, but it is not more than sufficient in the opinion of the District Engineer, who states, that they suffered terribly during the hurricane in April last, more indeed than the river and channel embankments, and that little had been done to restore them by the revenue authorities, who anticipated an early transfer of the roads to the Department Public Works, and, therefore, to prevent confusion in handing over incomplete works, no estimates were sanctioned after April last, and several breaches remained unclosed.

8. As regards the item for Rupees 1,00,000 for works not sanctioned, some estimates have been submitted, for the current month, some are being examined in the District Engineer's office, others have been returned for explanation or correction, and others again have not as yet been forwarded by the Executive officers, though work has been commenced, sanction having been accorded by the District Engineer.

9. An item of Rupees 20,000 is entered for emergent repairs, during the monsoon, as perhaps some of the new embankments may require strengthening, portions setting more than anticipated.

10. The amount entered as required for the 2nd half of the official year, viz. from the 1st November 1859 to 30th of April 1860, is the usual expenditure for that period, much has already been done, but a great deal remains still to be done, in raising and strengthening the banks of the large rivers, and to place them in a secure state, to prevent a repetition of the disasters of last year, and the early completion of these works, which ought to be a main object.

11. The Collector's signature it will be observed, has not been obtained to the accompanying statement, but a copy of it has been sent to him by the District Engineer, for his opinion, in the mean time, I have felt it my duty, in consideration of the urgency of the case and the

interest at stake, to empower Captain Oakes to proceed with the works in anticipation of the sanction of Government being accorded for the expenditure of Rupees 50,000, required by the District Engineer in excess of the balance of Rupees 16,000 in hand for the month of August, in order that the operations may not be impeded at a most critical period, when the works are in a very advanced stage, though not fully completed.

12. The accompanying statement forwarded by Captain Oakes, shews that Rupees 3,11,885 are required by him to meet expenditure on estimates sanctioned in 1858-59, which, with the estimates sanctioned already in the current year, and the probable expenditure on works to be performed up to 30th April 1860, amounts together to Rupees 8,87,137-15-11, of which only Rupees 3,94,609 is the sum allowed for expenditure in the current year, agreeably to the Budget for 1859-60, leaving a balance of Rupees 4,92,528-15-11, requiring sanction as shewn below.

	Rs.	A.	P.
Balance of estimates sanctioned in 1858-59....................	3,11,885	5	11
Estimates sanctioned in May and June 1859, and probable expenditure up to 30th November 1859.......................	3,25,252	10	0
	6,37,137	15	11
Probable expenditure between December 1859 and April 1860..........................	2,50,000	0	0
	8,87,137	15	11

	Rs.	A.	P.
Amount allowed in the Budget of 1859-60, for new works and repairs.....................	3,94,609	0	0
Amount required to meet the expenditure up to 30th November 1859..............	2,42,528	15	11
Do. up to 30th April 1860...	2,50,000	0	0
Total required......	4,92,528	15	11
	8,87,137	15	11

13. The sum allowed in the Budget for 1859-60 for the Tanjore District, would perhaps have been enough under ordinary circumstances, but, after the general destruction or damage of the irrigation works and roads of the district by the floods of October and November 1858, and the hurricane of April 1859, it is evident that a much greater outlay will be necessary for their restoration and must be considered indispensable. The full sum asked by the District Engineer, I do not recommend absolutely for sanction, as it is only the probable amount which may be required up to 30th April 1860, and the correct sum will be known only after estimates for the works to be performed have been completed.

No. 108. ORDER THEREON 12th August 1859, No. 1939.

The information given in this letter and its enclosures, with respect to both past expenditure and future wants, is too vague to enable Government to pass an order on the subject. They therefore await the further information promised; but meanwhile they authorize the Collector to advance the District Engineer fifty thousand Rupees during the current month, as recommended by the Chief Engineer in para. 11.

2. The Governor in Council trusts that all the control which the circumstances admit, is exercised by the District Engineer over the large expenditures going on in Tanjore, to prevent peculation and fraud.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 109. Read the following Proceedings of the Madras Government in the Marine Department, dated 6th August 1859, No. 368.

Requesting the Superintendent of Marine to report what arrangements are required to place the Master Attendant's establishment at Cocanada on an efficient footing in all respects and how far the Port fund can be made available for the purpose. } (Vide Military Proceedings from 6th to 12th August 1859, Nos. 1-2.)

No. 110. ORDER THEREON, 12th August 1859, No. 1940.

Communicated to the Chief Engineer and Colonel A. Cotton for information with reference to para. 4 of Proceedings dated 3rd instant No. 1863.

(Signed) W. C. SIM,
Actg. Dy. Secretary to Government.

No. 111. Read the following Proceedings of the Madras Government in the Military Department, dated 9th August 1859, No. 2829.

The plan for drawing the old barrack at Arcot, to be submitted to the Commander-in-Chief's approval. } (Vide Marine Proceedings from 6th to 12th August 1859, Nos. 46-47.)

No. 112. ORDER THEREON, 12th August 1859, No. 1941.

Communicated to the Chief Engineer for information and guidance, with reference to Proceedings dated 5th instant No. 1879.

(Ssgned) W. C. SIM,
Actg. Dy. Secretary to Government.

No. 113. Read the following Proceedings of the Madras Government in the Financial Railway Department, dated 5th August 1859, No. 423.

Forwarding copy of a letter from the Government of India to Home Government on the subject of Railways in the South Mahratta Country and of the establishment of a new port at Sedasheogurh. } (Vide Financial Railway Proceedings from 30th July to 5th August 1859, Nos. 28-29.)

No. 114. ORDER THEREON, 12th August 1859, No. 1942.

Communicated to the Board of Revenue, the Chief Engineer, and Colonel A. Cotton, for information.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 115. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of Central Office P. W; to J. D. BOURDILLON, Esq., Secretary to Government, dated 11th August 1859, No. 3755.

Adverting to the orders of Government, No. 1885, dated 6th August 1859, I have the honor to report that on receiving the orders quoted in the margin, and after the estimate for a new Kuchéri was sent up, I inspected Homes' gardens, and afterwards sent orders to the District Engineer to frame an estimate for converting it into a Kuchéri which will be submitted in due course.

1st August 1859, No. 1848.
No. 3262, dated 29th July 1859.

The remarks of Government as to the designation of the rooms will be attended to.

No. 116. ORDER THEREON, 12th August 1859, No. 1943.

Ordered that the foregoing letter be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 117. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge of the Central Office of Public Works; to J. D. BOURDILLON, Esq., Secretary to Government, dated 8th August 1859, No. 3598.

No. 80.

Reminder in official Gazette, dated 27th June 1859. Office Memo. dated 19th and 22nd July 1859.

I have the honor, in reply to the Proceedings of Government, dated the 4th instant to state, that the returns of fines and dismissals, &c., for the quarter ending 30th June last, therein called for, have all been received, with the exception of the report from the District Engineer of Madura, who has been twice called upon to forward them soon, after the close of the quarter to which the returns appertain, and his attention has been this day again directed to the subject.

2. The returns already received in the Central office are being tabulated, and on the receipt of the reports from the district of Madura, the general statements will be submitted to Government with all possible despatch.

No. 118. ORDER THEREON, 12th August 1859, No. 1944.

Ordered that the foregoing letter be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 119. Read the following Proceedings of the Madras Government in the Military Department, dated 10th August 1859, No. 2839.

Communicating to the Inspector General of Ordnance, order on the Central office system of preparing annual Indents for supplies of stores and machinery for the Department Public Works and observing that it would have been ascertained that Government was fully cognizant of the requisition made by the late Chief Engineer. } (Vide Military Proceedings from 6th to 12th August 1859, Nos. 70-71.)

No. 120. ORDER THEREON, 12th August 1859, No. 1945.

Ordered that the foregoing Proceedings be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

PUBLIC WORKS DEPARTMENT,

PROCEEDINGS OF THE MADRAS GOVERNMENT,

From 13*th to* 19*th August* 1859.

MEETING OF COUNCIL, FRIDAY 19TH AUGUST 1859.

Present.

THE HONORABLE SIR C. E. TREVELYAN, K. C. B.,
GOVERNOR AND PRESIDENT,

HIS EXCELLENCY LIEUT. GENERAL SIR P. GRANT, K. C. B.,
COMMANDER-IN-CHIEF.

THE HONORABLE W. ELLIOT, ESQ.,

AND

THE HONORABLE W. A. MOREHEAD, ESQ.,

No. 1. Read the following Official Memorandum from G. L. PRENDERGAST, Esq., Accountant General; to T. PYCROFT, Esq., Chief Secretary to Government, dated 10th August 1859, No. 156.

The Accountant General has the honor to request that the Chief Secretary to Government will be pleased to state, whether it is expected that advances will have to be made from the Government Treasury in 1859-60 and 1860-61, on account of the Irrigation Company, if so, he will thank the Chief Secretary to favour him with a rough estimate of the amount likely to be required for operations in those years.

2. The above information is needed for incorporation in the prospective estimate for 1859-60, and additional estimate for 1860-61, on the eve of being closed for despatch to the Government of India by the 2nd steamer of this month, and therefore, the Accountant General begs the required information may be furnished him as early as possible.

No. 2. ORDER THEREON, 13th August 1859, No. 1946.

The Government have as yet received no authority to make disbursements on account of the Irrigation Company and are therefore unable to form an opinion when the operations will commence or on what scale they will be conducted. It is not likely that the disbursements in the current year will be large, probably not above 30,000 or 40,000 Rupees; but the Government find it impossible at present to say what they are likely to be in 1860-61.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 3. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, C. C., in charge of Central office of P. W.; to J. D. BOURDILLON, Esq., Secretary to Government, dated 5th August 1859, No. 3546.

With reference to Extract from Minutes of Consultation, dated 29th July 1853, and 26th March 1858, Nos. 294 and 548, I have the honor to submit the accompanying statement, shewing the works of public utility constructed by private individuals at their own cost, during the year 1858-59.

No. 4. ORDER THEREON, 13th August 1859, No. 1947.

Ordered that the statement received with the above letter be published in the Official Gazette for general information.

2. It will be sufficient for the future to have a note at the foot of the statement showing the districts in which no works of public utility were executed instead of repeating them seriatim as in the present statement.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 5. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq, Secretary to Government, dated 29th July 1859, No. 3253.

By the resignation of Mr. Downes, a vacancy has occurred in the rank of Supervisor in the Bellary District; but as there were in that district three Supervisors, two in excess of its allotment, I considered that it would be necessary to transfer the vacancy to some other district, where Supervisors were wanting to complete the allotment, and where there may be Assistant Supervisors eligible to promotion. I have in consequence addressed the District Engineers noted in the margin, whose replies are herewith submitted.

Tanjore	dated	4th July	1859	No.	58
Godavery	„	6th. do.	„	„	31
Cuddapah	„	2nd do.	„	„	266
S. Arcot	„	5th do.	„	„	58
Madura	„	8th do.	„	„	310
Trichinopoly		1st do.	„	„	285

2. By the Notification No. 1 of June 23rd 1857, upper subordinates were eligible to promotion after a service of 2 years in each grade, but by the order of Government, No. 2206, dated 20th October 1858, the period of service was extended to 5 years in each grade; but this alteration has not yet been notified to the members of the department. Under the latter rule none of the Assistant Supervisors now in the department are eligible to promotion by length of service and good conduct only, as the senior of them have come on the establishment only on the 27th January 1857; but as by leaving one or more appointments in the upper subordinate class unfilled, the number available for duty will be reduced, and inconvenience may be experinced from want of qualified and fit persons to perform the duties of the appointments thus left vacant, I have taken the course reported above to ascertain which of the Assistant Supervisors is eligible to promotion, if not from length of service, at least from superior merit and qualification as departmental officers, and I have now the honor to recommend that Mr. W. Stoddard, Assistant Supervisor in the Godavery division may be promoted to a Supervisor, as he is one of the senior Assistant Supervisors, and is highly recommended for superior knowledge, qualification and efficiency.

3. Adverting to para. 2 of the order of Government noted in the margin, I have the honor to state that, to supply the place of Sub-Engineer Oakes, I shall make arrangements to entertain a supernumerary in the grade below, as there are none eligible to promotion by the rules, but I consider it inexpedient to leave the vacancy of Supervisor Downes unfilled, since it has been ascertained that there are

Dated 20th July 1859 No. 1743.

Assistant Supervisors who have rendered meritorious services, and are on that eligible to promotion by the rules, I therefore, beg to submit the above recommendation in behalf of Mr. Stoddard for favorable consideration.

No. 6. ORDER THEREON, 13th August 1859, No. 1948.

The promotion of Mr. W. Stoddard to the rank of Supervisor appears to Government to be quite within the competency of the Chief Engineer under para. 27 of Notification B of June 23rd 1857.

2. The Government are surprised to learn that the order of October 20th 1858 has not yet been made known to the department, and they request that the cause of this omission may be explained. The order should now be made known without delay.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 7. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 18th July 1859, No. 2822.

1 Abstract estimate.
1 Sketch.
1 Survey.
1 Letter from Collector of Ganjam, dated 26th October 1858, No. 115, with letter from District Engineer, dated 18th October 1858, No. 272.

Referring to para. 7 of Extract Minutes Consultation, No. 2128, dated 19th November 1857, I have the honor to forward herewith the papers noted in the margin, connected with the project for constructing a road from the salt pans at Náupáda to the town of Bomally on trunk road No. 6.

2. In their order above alluded to, the Government in noticing this project, observed that they saw no reason for treating it separately from that for continuing the line from Bomally to Juggernautpoorum, on the road from Chicacole to Palcondah. They, therefore, directed the submission of one estimate for the entire line, and entertaining doubts as to the sufficiency of the estimate then before Government, requested that care should be taken in the preparation of that for the whole line.

3. The District Engineer reports that he has been unable to make an examination of the country, to enable him to decide as to the advisability of continuing the line from Bomally; but he states that the proposed road from the salt pans at Náupáda to Bomally is a project complete in itself, and of undeniable value from the impetus which it will give to the salt trade. Captain Harington adverts to the recorded opinion of Colonel F. C. Cotton, as to the necessity for opening up communications to the salt pans, and to the proof of the advantage which is taken of the Ganjam pans even during the rainy season, in consequence of the access to them being unimpeded, an advantage which is now forfeited as regards the Náupáda salt pans, from the approaches to them being impassable in the wet weather. The description of salt manufactured at these pans is said to be superior to that manufactured at the Ganjam pans. It is observed that even in the present imperfect state of the approaches to the salt pans at Náupáda, the manufacture of salt has risen from 2,42,452 maunds in 1856, to 6,22,608 maunds in 1858. With increased facilities of communication, it is reasonable to expect that there will be a corresponding increase in the revenues derived therefrom.

4. The District Engineer alludes in passing to the proposition of having one line across the swamp answer for the traffic both from north and south, but the increase of distance in wet weather which this plan would involve, the District Engineer considers, renders it undesirable to adopt it, in which opinion I entirely concur.

5. A line of road from the Náupáda pans to Tekally is already sanctioned on an estimate of Rupees 5,330, entered in the Budget statement No. 2 of 1859-60, and this, together with the one now recommended to Bomally, will place the salt pans within easy reach of the traffic from all quarters.

6. As the Collector of Ganjam fully concurs with the Acting District Engineer in the construction of the road from the Náupáda salt pans to Bomally, and as the latter is of opinion that the estimate, amounting to Rupees 10,500, is sufficient to make a very good road, I beg to recommend the work for entry in the ensuing Budget.

7. In para. 2 of the Extract Minutes Consultation, quoted in the 1st para. of this letter, the Government in alluding to an estimate sent up by Major Birdwood, late District Engineer of Ganjam, to the Agent, for connecting the road from Tekally Ragoonadapooram with the Purla Kimmedy and Poondy line, by a branch from Tekally to Malapettah, desired to be informed as to what had been done with this estimate, and whether its amount was intended to be disbursed out of the surplus zemindary funds.

8. It will be observed from the accompanying letters from the District Engineer,* that the total of the estimate in question which amounted to Rupees 21,300, consisted of two sums, viz., Rupees 10,700 for the road from Tekally to the boundary of the Tekally estate and the Kimmedy zemindarry, a distance of 7 miles, and Rupees 10,600 from the boundary to Malapettah on the Poondy road within the Kimmedy zemindarry, a distance of 5½ miles. After some correspondence which ensued with the Agent at Ganjam, as to the expediency of incurring the expenditure on the lines of communication just alluded to, the Court of Wards were of opinion that the estimates admitted of reduction, if the suggestions of Colonel F. C. Cotton as to the description of bridges to be built on this road, were attended to. The estimates were accordingly referred to the present acting District Engineer who revised them; and on the 29th December 1858, the Court of Wards sanctioned the construction of the portion of the road in the Kimmedy zemindarry from Kimmedy to Malapettah, at an outlay of Rupees 9,300 chargeable to the zemindarry. The work is reported to have been commenced by Captain Campbell, Assistant Agent; but its value will be in a great measure lost, if the portion in the Tekally proprietory estate from the Kimmedy boundary to the large town of Tekally, is not constructed. An estimate of Rupees 9,060 has, therefore, been prepared and submitted by the Acting District Engineer, which is herewith forwarded, together with its necessary accompaniments.

* Dated 18th October 1858 No. 275, received with Collector's letter of the 26th October 1858 No. 416, dated 10th May 1859 No. 17.

1 Abstract estimate.
1 Sketch.
1 Survey.

9. The advantages expected to be derived from the proposed road, are such as render the expediency of its construction, obvious. It will connect Kimmedy, viâ Tekally, with the Náupáda salt pans, which the Government in Extract Minutes Consultation of the 19th November 1857, No. 2128, have themselves admitted are the most frequented in that part of the country for the purchase of salt; and where, as above shewn, the manufacture has largely increased of late years. It will besides lead to the port of Bapanapadoo, which Captain Harington reports having lately visited, and which that officer states "sheltered by headlands and already resorted to by traders, "requires only the encouragement of communications from the interior to make it equal to any "of our Ganjam ports." Lastly, the proposed road, in the opinion of Captain Harington, will prove extremely beneficial to the inhabitants of the Tekally estate, who are represented to be, at present, poor, depressed and sadly needing the advantages which a road will confer.

10. I beg, therefore, to recommend this work also for entry in the next Budget, and to state that the Collector of the District fully agrees in the necessity of the road in question, as the portion within the Kimmedy zemindarry would otherwise be of no value.

11. Captain Harington has also forwarded an estimate, amounting to Rupees 4,400, for the construction of a direct road from the Umaravally salt pans to the Chicacole and Calingapatam road, there being no practicable approach at present to these pans in the rainy season, except viâ Calingapatam, which is reported to be far from good.

1 Estimate. 1 Sketch.
1 Report. 1 Survey.
1 Letter from Collector dated 26th October 1858 No. 417, with its enclosure from District Engineer, dated 23rd October 1858, No. 284.

12. The manufacture of salt at the Umaravally pans was above 1,60,000 maunds in 1858, and the District Engineer anticipates that in 1859 it will be 2 lacs of maunds. He is of opinion that the want of proper approaches to these pans prevents their being more frequently

See letter No. 17, dated 10th May 1859, para. 8.

resorted to, and that the cost of constructing the proposed road will soon be repaid by the increased traffic.

13. Colonel Cotton in his report on the Ganjam District, expressed his opinion that "the salt stores should be in Calingapatam, and that the merest ditch of a canal would afford means of carrying it there at the most trifling cost."

14. Captain Harington dissents from this view of the matter, and states that he perfectly acquiesces in the sentiment recorded by Government in para. 10 of Extract Minutes Consultation of the 15th May 1858, No. 631, that the plan of constructing good and solid roads to present places of manufacture, is preferable to that of transferring the place of sale.

15. The further objections he urges to altering the site of the salt depôt and having a canal instead of a road to the pans are the following:—

1. The increase of labor and wastage in putting the salt in boats, landing it and again heaping it, which for so short a distance it does not appear worth while to incur.

2. The insufficiency of water and grass for cattle at Calingapatam, and the confusion, crowding and inconvenience at present experienced from the grain carts coming to the merchant's stores, which would be greatly increased if the salt traffic is also concentrated on the same spot. Also the greater opportunities for theft.

3. The attainment of no real advantage in point of distance by the storage of salt at Calingapatam, as a large number of carts come from Bobbili and other villages only for salt and do not bring any grain.

4. The necessity, in the event of a canal being preferred to a road, of keeping up an establishment of boats and boatmen, and altering all existing arrangements; also the probability of the heavy drifts of sand, silting the canal.

16. For the reasons advanced above, I beg to recommend the estimate of Rupees 4,400, for a direct road from the Umaravally salt pans to the Chicacole and Calingapatam road, for entry in the next Budget. The Collector expresses his decided concurrence in the expediency of the undertaking.

17. Considering how remunerative the trade in salt has proved to Government, and how the large revenues derived therefrom will be additionally benefitted by improving the communications to the salt pans, I trust that the Government will be pleased to approve of the several recommendations embodied in this letter.

18. Since writing the above, the Proceedings of the Government, No. 901, dated 7th July 1859, have been received.

19. It is observed that the Government in para. 3 call upon the District Engineer, in communication with the Collector, to consider what improvement is necessary in the means of access to the salt pans at Ganjam. On referring to Captain Harington's letter of the 10th May 1859, No. 17, herewith sent, it will be seen that he proposes to address this office with regard to the improvement and extension of the communication to these pans. His attention will be drawn to the directions of Government, contained in the above para., and he will be requested to prepare and send in estimates without delay, for such roads as he may consider necessary.

Para. 10.

20. With respect to Umaravally salt pans referred to in para. 4 of the Government order above quoted, the estimates now submitted provide for the construction of a good road from the pans to the Chicacole and Calingapatam road, by a line which has been approved of by the Collector.

21. The improvement of the approaches to the Nàupàda salt pans referred to in para. 5 of the above order, is fully explained in the 1st six paras. of this letter. I need not, therefore, go over the subject again.

No. 8. ORDER THEREON, 13th August 1859, No. 1949.

The Chief Engineer sends up three estimates for roads in connection with the Náupáda and Umaravally salt pans in the Ganjam District, viz.

	Rs.
1. From Náupáda southwest to Bomally on the northern trunk road...................................	10,500
2. From Teckally, also on the northern trunk road and north west of Náupáda, to the Kimmedy boundary in a north westerly direction..............	9,060
3. From Umaravally salt pans to the road connecting the town of Chicacole with the port of Calingapatam...	4,400

These estimates are submitted in pursuance of former orders arising out of Colonel F. C. Cotton's suggestions in respect to the Ganjam District; but their submission at the present time precisely falls in with the intentions and desires of Government as recently expressed in their orders of the 7th July 1859, No. 901, in connection with measures for the development of the salt trade in that District.

24th Nov. 1857 No. 2167, para. 23.
15th May 1858 No. 631, para. 10.

2. The first of these estimates is for a road of ten and a half miles from Náupáda to Bomally estimated to cost 10,500 Rupees; being at the rate of a thousand Rupees a mile. On the recommendation of Lieutenant Blagrave when District Engineer of Ganjam, Government approved last year the proposition to construct only one causeway across the swamp from the pans to the northern trunk road; but they now fully agree with the present acting District Engineer that it will be much better as originally intended to have two roads from the pans in the direction of the two great lines of traffic. On a previous occasion* also the Government postponed the road to Bomally, till they should have before them an estimate for continuing the line by a road from Bomally 22½ miles to Juggernautpoorum on the road between Chicacole and Palcondah. For the reasons stated by Captain Harington, and quoted in paras. 3 and 5 of the Chief Engineer's letter, the Government now agree in the opinion that the road from Náupáda to Bomally should be undertaken independently; and as it is of such urgent importance with reference to the salt revenue, they are pleased to direct its immediate execution at its estimated cost of 10,500 Rupees. Captain Harington will be directed to submit an estimate as early as possible for the road from Bomally to Juggernautpoorum, or to such other point in that direction as further examination may shew to be the best. It is observed that an estimate for this line to Juggernautpoorum amounting to Rupees 25,400, was returned to the Chief Engineer on the 19th November 1857, as Government entertained doubt whether it was sufficient in amount.

13th August 1858 No. 1611 para. 3.

* 19th Novr. 1857 No. 2128, para 7.

See the District Engineer's letter October 18th 1858 para. 3.

3. An estimate of 5,330 Rupees for a road of nearly five and a half miles from Náupáda to Teckally is already† in the budget of the current year, and for the same reason of urgency in connection with the salt revenue, it is now sanctioned for immediate execution. These two roads will place the Náupáda pans in free communication with the country to the north and north-west, as well as to the south and south-west.

† No. 329 Statement II.

4. The second of the estimates now sent up, to the amount of Rupees 9,060 appears to be for part (seven miles) of a road from Teckally to Malapettah on the Poondy and Kimmedy road, being the part within the Teckally estate; but the explanation is not clear. The object seems to be to connect Teckally with Malapettah on the road from Kimmedy to Poondy; and it would seem that one part of the connecting road, viz. the portion within the Kimmedy estate is to be made at the cost of that property, and the other part at that of Government. But the Chief Engineer, following the District Engineer's letter of 10th May 1859, describes the for-

met part as being from *Kimmedy* to Malapettah, and it is so left uncertain which is the road now proposed to be made by Government. The confusion is the greater, because the sketch plan does not shew the boundary of the Kimmedy estate, though that is mentioned in the letter, and because the plan contains two places marked as Malapettah. It is presumed, though this information is not given, that Teckally estate is in the hands of the proprietor. A clearer explanation on the points above indicated is necessary to enable Government to deal with this estimate, and it is hoped that the Chief Engineer will be able to supply this information from his own office without a reference to the District Engineer.

5. The third and last of the estimates, is for a short and direct road of about two miles from the Umaravally salt pans to a point on the Chicacole and Calingapatam road. The Government do not admit the force of all Captain Harington's arguments, as noticed at para. 15 of Colonel Bell's letter, against the removal of the depôt from Umaravally to the port of Calingapatam; but as the proposed road will be a great improvement, and will tend to augment the salt sales, Government are pleased to sanction for immediate execution the estimate for this road also, Rupees 4,400.

Paras. 11 to 16 of Colonel Bell's letter.

6. The Governor in Council must remark that the understanding of the projects treated of in this paper would have been made easier if the sketch plans had been more carefully prepared; i. e. not with more detail, or very little more, but with more care to shew the essential points. All three projects being within so limited a circuit, a single general sketch map might have shewn them all. The difficulty of comprehending a scheme is increased also when as in this case, the names of places are differently spelt in the plan and in the forwarding letter: agreement in this respect should be attended to for the future. It is further to be pointed out that the requirements of the order of Government of the 18th October 1855, No. 696,* as to the information to be supplied in sending up estimates, have not been fulfilled in this letter. The Chief Engineer's attention is particularly directed to Sections XII and XIV of the order referred to, and he is requested to attend hereafter to the instructions conveyed in that order.

* Page 209 of Grant's C. O. B.

7. The Chief Engineer will instruct the District Engineer to expedite the construction of the roads now sanctioned as much as possible, in view to their being in use at an early date.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 9. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of the Central Office of Public Works; to J. D. BOURDILLON, Esq., Secretary to Government, dated 10th August 1859, No. 3667.

With reference to the Proceedings of Government, No. 1310, dated 30th May 1859, I have the honor to report for the information of Government, that a Contract has been entered into and duly signed by Mr. Watson of Chandah, to convey during one year from Buddrachellum or other place where they may be landed on the Godavery or its tributaries, to Nagpore or Kamptee, at the rate of 5 annas per ton per mile, all Government stores which may be supplied to him for the purpose by the District Engineer of the Godavery division, or other officer who may be deputed by him or Government.

2. Copy of the contract is herewith forwarded for the information of Government.

I R. Watson, Esq., resident in the District of Chandah, Nagpore Province, do hereby agree and bind myself to perform the conditions of the undermentioned Contract entered into on account of Government with the Chief Engineer for the time being, that is to say, I agree and bind myself to convey during one year from Budrachellum or other place where they may be landed on the Godavery, or its tributaries, to Nagpore or Kamptee, at the rate of 5 annas per ton per mile, all Government stores which may be supplied to me, for the purpose by the District Engineer of the Godavery division, or other officer, who may be deputed by him or Government.

I hereby agree to receive payment for the carriage of such Government stores as may be entrusted to me by the aforesaid District Engineer of the Godavery division, or other officer, who may be deputed by him, or the Government, on the safe delivery of them at Nagpore, or Kamptee, as the case may be, the carriage hire to be paid at the aforesaid rate of 5 annas per ton per mile, on delivery of the stores at either of the stations as may be appointed, the distance being regulated by Major Scott's road book.

It is to be distinctly understood, that no delay is to be occasioned by the receiving authorities at Nagpore or Kamptee in receiving the stores from me, or such person as I may depute to deliver them, and in the event of any delay being occasioned by the receiving authorities, demurrage to be paid to me at the rate of half the daily hire of a cart for the first week, and full hire afterwards, the same to be calculated at the rate of 23 Rupees per month for each cart, the usual hire given in these parts.

(Signed) R. WATSON,

Dated this eighth day of August 1859.

Signed Sealed and delivered by the said R. Watson, Esq., in the presence of

(Signed) J. MILLS,
Manager Central Office P. W.,

(Signed) D. D'VAZ,
Head Clerk Northern Circle, D. P. W.

(True Copy.)

(Signed) E. LAWFORD, Lieut.-Colonel,
Dy. Chief Engineer in-charge of the Central Office of P. W.

No. 10. ORDER THEREON 13th August 1859, No. 1950.

Ordered that the Contract be communicated to the Commissary General—with reference to the order of May 30th 1859 No. 1310.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 11. Read the following letter from Messrs. LINE & Co., Agents to the Madras Irrigation Company ; to D. F. CARMICHAEL, Esq., Private Secretary to the Right Honorable the Governor of Fort Saint George, dated Madras, 25th July 1859.

Will you kindly inform the Right Honorable the Governor, that it would be a satisfaction to us to know if there is any probability of the early appointment of a Consulting Engineer for irrigation works.

We should be glad to discuss with this officer several questions concerning the system of accounts and works, as we are anxious to accommodate from the first, our forms of business to those required by Government ; and thus avoid the inconvenience which would arise were we hereafter to be called upon to alter our system.

We allude specially to those forms of accounts which the Consulting Engineer for Railways has felt it his duty to require for the information of Government, on matters connected with finance and the constructions of works. The furnishing of such forms will give much labour in our office, unless we are enabled to adopt our system of accounts to the requirements of the Consulting Engineer.

If this officer could enter upon his duties while our Chief Engineer is still in Madras, many of the difficulties which have been experienced by other Companies might be obviated.

No. 12. ORDER THEREON, 13th August 1859, No. 1951.

The Governor in Council is not of opinion that he can properly appoint a Consulting Engineer in connection with the Madras Irrigation Company, until the Officers of the Company in this country shall have been empowered actually to commence proceedings. It will be necessary also to await the sanction of the Secretary of State to the proposal to nominate such an Officer, which has been reported for his approval.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 13. Read the following.

No. 3553.

List of Bills of Masulipatam District, Kistnah Division, submitted for the sanction of Government, which exceed their respective estimates by more than 5 per cent.

Audit No.	Date of Bill.	Description of Works.	Amount of Estimate.	Amount of Bills.			Excess.			Per centage of Excess.	The year to which the expenditure appertains.	Remarks.
	1859		Rs.	Rs.	A.	P.	Rs.	A.	P.	Rs.		
866	March 26	Repairing the Civil and Session Judges, Sudder Ameen's and District Moonsiff's Court House at Masulipatam, sanctioned by the Chief Engineer on the 3rd July 1858...............	498	528	1	5	30	1	5	6	1858-59	The excess is stated to be owing to repairs having been done to a part of the Court House roof, found leaky while the repairs were going on, for which no allowance had been made in the estimate, also to the cost of the fine plastering of the principal room being more than was expected in framing the estimate, and to certain repairs to the doors and windows which had not been provided for.
867	May 10	Constructing a head sluice for the supply channel of the old Poolairoo near Paumurroo, sanctioned by the Chief Engineer on the 14th June 1858..............	467	545	9	0	78	9	0	$16\frac{13}{16}$	do.	The excess is stated to be owing partly to a greater depth of foundations having been given in consequence of the nature of the soil, and partly to the work having been carried on through the monsoon at an enhanced cost for labor and carriage.
686	April 30	Repairing Gocanacondah dam in the Junacondah talook, sanctioned by the Collector on the 19th July 1858.	20	21	13	9	1	13	9	$9\frac{1}{4}$	do.	The excess is stated to be owing to some slight damages which occurred to the work during the rains of last year having been remedied.
		Total.....		1,095	8	2	110	8	2			

Central Office of P. W., Fort Saint George, 6th August 1859.

(Signed) E. LAWFORD, Lieut.-Colonel,
Dy. Ch. Engr. in charge of Central Office of P. W.

No. 14. ORDER THEREON, 13th August 1859, No. 1952.

The Bills are sanctioned.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 15. Read the following.

No. 3437.

List of Bill submitted for the sanction of Government which exceeds its estimate by more than 5 per cent.

Date of Bill.	Audit No.	From whom.	Description of work.	Amount of Estimate.	Amount of Bill.			Amount of Excess.			Per Centage.	To what year the expenditure appertaining.	Remarks.
1859.				Rs.	Rs.	A.	P.	Rs.	A.	P.			
June 22nd	988	Civil Architect.	Rebuilding 6 Peons watch houses and constructing a Gate guard room at the Salt Cotaurs, Madras, as per estimate sanctioned by Government, in the Extract from the Minutes of Consultation, No. 1812, dated 6th September 1858.	1,720	1,988	15	10	268	15	10	$15\frac{5}{8}$	1858-59	This excess is stated to be in consequence of the increase in the price of timber, chunam, bricks, &c., in the market above those provided for in the data prepared ten years ago. It is also owing to a new foundation and high basement having been given to the N. E. watch house, through a change in the site of the building, the estimate having only allowed for the superstructure on the old foundations.

The amounts expended in addition to the estimate, in consequence of the high rates, and the additional work are as follows :

	Rs.	A.	P.
In consequence of high rates...	231	9	5
Do. do. additional work...	99	3	1
	330	12	6
Deduct saving......	61	12	8
Excess...	268	15	10

Particulars of the excess are given in the extract from the Civl Architect's statement herewith enclosed.

Central Office of P. W.,
Fort Saint George,
3rd August 1859.

(Signed) E. LAWFORD, Lieut.-Colonel,
Dy. Ch. Engr. in charge of the Central Office.

No. 16. ORDER THEREON, 13th August 1859, No. 1953.

The Bill is sanctioned.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 17. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 26th July 1859, No. 3093.

I have the honor to forward for submission to Government, an estimate amounting to Rupees (2,000) two thousand, for repairing and improving the salt platforms at Soonapagoontah in the District of Chingleput.

1 Letter from Collector of Chingleput No. 134, dated 30th May 1859.
1 Do. from District Engineer of do. No. 210, dated 13th June 1859.
1 Do. from do. do. No. 389, dated 14th July 1859.
1 Abstract estimate.

2. The Collector reports that the platforms have been seriously damaged by heavy rains, and the work provided for is to repair these damages and construct open brick drains for the future drainage of the platforms, as recommended by the Peishcar, whose views are supported by Supervisor Goodchap and the District Engineer.

3. The estimate has been examined in this office and is considered correct, and I have the honor to recommend the same for early sanction, the work being considered emergent; and to be executed out of the general funds of the District.

No. 18. ORDER THEREON, 13th August 1859, No. 1954.

The Government sanction, as an emergent work, the repair and improvement, as proposed, of the salt platforms at Soonapagoontah in Chingleput, at an estimated cost of Rupees (2,000) two thousand to be charged to the general funds of the District.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 19. Read the following Proceedings of the Madras Government in the Financial Railway Department, dated 11th August 1859, No. 440.

Calling for a plan and Estimate for a depôt at the point of intersection of the Railway and Cochrane's canal. (Vide Financial Railway Proceedings from 6th to 12th August 1859, Nos. 30 at 33.)

No. 20. ORDER THEREON, 13th August 1859, No. 1955.

Communicated to the Chief Engineer with reference to Proceedings dated 11th September 1858 No. 1876. It is requested that the preparation of the plan and estimate for the new platform may receive the most prompt and active attention.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 21. Read the following letter from W. C. GIBSON, Esq., Colonial Secretary at Colombo; to J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George, dated 4th August 1859, No. 46.

In reply to your letter No. 1497 of the 17th June last, I am directed to transmit, for the information of the Honorable the Governor in Council, copy of one received from Captain Phillpotts, R. E., in charge of the irrigation works at Batticaloa.

Letter from Captain W. PHILLPOTTS, R. E., to the Honorable the Colonial Secretary, Colombo, dated Erecamam Villoo, Batticaloa, 22nd July 1859, No. 107.

I reply to your lettter, dated 1st July 1859, enclosing a communication from the Madras Government, asking for information about stone cutter Moottoveren of Trichinopoly, I have the honor to inform you, that I have made inquiry about him and find, that as there were no vessels going to the coast when I allowed him to leave me, he set up a boutique in Pooliantival, where he was seen about a month ago; since when, I am told, he has gone back to India. He left me at his own earnest request, and the port of Pooliantival being closed, at the time, I could not then give him a passage in a vessel going to the coast, as I did with other India artificers; after quitting the work, I lost sight of him, nor did he ever come to me for a passage home on the port opening, I therefore, thought no more of him until I received your letter, when I caused inquiry to be made about the man and the above are all the particulalars I have been able to ascertain respecting him.

No. 22. ORDER THEREON, 15th August 1859, No. 1956.

Ordered to be communicated through the Chief Engineer to the District Engineer of Trichinopoly with reference to his letter of the 23rd May 1859 No. 108.

(Signed) W. C. SIM,
Ag. Dy. Secretary to Government.

No. 23. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge of the Central Office of P. W.; to J. D. BOURDILLON, Esq., Secretary to Government, dated 11th August 1859, No. 3700.

I have the honor to report, for the information of Government, that agreeably to the request of the Officer Commanding Jackatalla, the Special Executive Engineer* at that station, read and explained the General Orders noted in the margin,† to the men of the department of Public Works under his orders; and that Serjeant Beattie of the 2nd European Light Infantry, appointed‡ a temporary Assistant Overseer, claimed his discharge under the provisions of the General Order just alluded to. Captain Farewell accordingly directed the Serjeant to report himself to the Officer Commanding the station, relieving him from all duty on the Jackatalla works from that date, viz., the 22nd July 1859, up to which his salary as temporary Assistant Overseer was adjusted, and a receipt taken for the same.

* No. 94, dated 22nd July 1859.
† G. O. by the Right Honorable the Governor General of India in Council, No. 883, dated 20th June 1859.
‡ G. O. C. C. 8th March 1859, vide also Extract Minutes Consultation No. 696, dated 24th idem.

2. On the 1st instant,* Captain Farewell reports that the Officer Commanding the station replaced Serjeant Beattie under his orders, the Major General Commanding the Division being of opinion that the authority of Government is necessary to send the Serjeant back to military duty. Captain Farewell was informed that there is no reason whatever for re-employing Serjeant Beattie after he had applied for his discharge, and his salary, &c., duly adjusted, although he remains at Jackatalla, until he receives instructions to join his Regiment.

* No. 111.

3. Under these circumstances, I beg to request Government will be pleased to issue the necessary orders, directing Serjeant Beattie to join his Regiment at Trichinopoly.

No. 24. ORDER THEREON, 15th August 1859, No. 1957.

Serjeant Beattie of the 2nd European Light Infantry having claimed his discharge under the G. O. of the Right Honorable the Governor General of India in Council No. 883 dated 20th June 1859, resolved that he be directed to rejoin his Regiment.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 25. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge of the Central Office of Public Works; to J. D. BOURDILLON, Esq., Secretary to Government, dated 2nd August 1859, No. 3339.

I have the honor to forward herewith, for the information of Government, a letter from the District Engineer, Cuddapah, No. 362, dated 22nd July 1859, reporting heavy falls of rain in that district, from the 12th to the 17th idem. The quantity registered in the Civil Dispensary at Cuddapah was 9 inches, but there was a greater fall in the southern talooks of the district, of which Chitwail is described to have been "under water," and where the calingulahs of several large tanks had a flow of four feet water over them. These latter, however, sustained no damage whatever, and are stated to have stood the test remarkably well. The damage done to works of irrigation in general was trifling, which would have been otherwise, had the rain been accompanied by high winds. Three supplying channels in the Chennoor, one supplying channel and four tanks in the Sidhout, one supplying channel and two tanks in the Chitwail talook, have been breached, and a portion of the apron of the Nagavarum annicut has been washed away, which can be easily repaired. Of these the three supplying channels in the Chennoor talook have already been repaired as emergent works, and the remainder will be likewise attended to, on the Collector's sanction being obtained for the several estimates.

1 Letter from the District Engineer Cuddapah with 1 Memo.

2. The Madras line of road, running through the Chennoor, Sidhout, and Chitwail talooks, is reported to have sustained serious damages, in connection with which, the Bankrapett pass between Cuddapah and Wontimetta, and the road along the Wontimetta tank are stated to be almost impassable. This portion of the road, running at the base of a hill on one side, and having the tank on the other, without any side channels or water tables to drain off the water, is washed away by every fall of rain. At Muntapumpully, Nundaloor tank, Munnoor, Ootcoor, and Chota Orampaud, the road is described to be one succession of excavations, swamps and floods, and the District Engineer also mentions that at the last mentioned place the carts sink down to their axles in mud.

3. Captain Hemery states that the allowance of 100 Rupees a mile is utterly insufficient to meet the requirements of this road, and that it is a useless undertaking to spend money on petty repairs, without providing it with side channels and revetments, which are essentially necessary, as the state of the road above shewn, will make apparent to Government; and further, to enable the Ryots to carry their produce for traffic to the stations of the north west Railway it will be essentially necessary to place this road in an efficient state altogether.

4. A sum of Rupees 1,28,237* was sanctioned by Government for completing the above road, out of which the District Engineer states Rupees 10,976 had already been expended, when in consequence of the restrictive orders the work was stopped. A rough Memo. is now submitted by Captain Hemery, countersigned by the Collector, amounting to Rupees 8,000, for improving the said road, and as its present condition is such as may cost a larger sum for its repair, if neglected, I beg to recommend the amount for the early sanction of Government, and to request that authority may be granted for expending that sum from the estimate of Rupees 1,28,237 above referred to, in the manner proposed by the District Engineer.

* Item No. 348 of Budget No. 2 of 1859-60.

5. If Government are not prepared to sanction the amount required, without a proper estimate before them, the District Engineer will be called upon to furnish one without delay.

No. 26. ORDER THEREON, 15th August 1859, No. 1958.

Under the circumstances represented the Government sanction the expenditure of Rupees (8,000) eight thousand from the estimate of Rupees 1,28,237, for the repairs of the injury caused to the Cuddapah and Madras road in the Cuddapah District by the late heavy rains.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 27. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of the Central Office of Public Works; to J. D. BOURDILLON, Esq., Secretary to Government, dated 11th August 1859, No. 3753.

I have the honor, with reference to a letter from this office, dated the 25th June, No. 2078, submitting a list of the entire Public Works establishment, as it stood on the 30th April 1859, to forward for submission to Government, the accompanying correspondence with the District Engineer of Tanjore, regarding an error in the list furnished for his district, and as it now appears that the name of Teroomullay Moodelly, Sub-Overseer, 2nd class, 1st grade, was erroneously entered as Teroomullay Chetty, Sub-Overseer, 2nd class, 3rd grade, I have the honor to request that the latter may be omitted from the list, and the former added to it in its proper place.

No. 2833 From	District Engineer Tanjore,	dated 11th June 1859,	No. 39
No. 4713 From	do.	8th July 1859,	„ 72
To	do.	21st July 1859,	„ 2956
No. 6010 From	do.	29th July 1859,	„ 94

Salary 35 Rupees.

Salary 25 Rupees.

2. As by Extract Minutes Consultation noted in the margin, District Engineers were vested with power to dismiss Sub-Overseers and appoint others to succeed them in the lowest grade of their class, it was out of the power of this office to correct the error made by the District Engineer in his list, without positive information, and as the submission of the general list could not be further delayed, the District Engineer's list was taken under the belief that it had been correctly prepared.

Dated 15th March 1859, No. 595.

Dated 14th March 1859, No. 576.

No. 28. ORDER THEREON, 15th August 1859, No. 1959.

The statements alluded to having already been transmitted to the Government of India it is too late to correct the error here; it will be sufficient if care is taken to enter the correct name in the next list.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 29. Read the following Proceedings of the Madras Government in the Military Department, dated 10th August 1859, No. 2857.

Estimate of Rupees 510 for the wall and railing round the Native Veteran and Madras Sapper Militia hospital approved for immediate execution. (Vide Military Proceedings from 6th to 12th August 1859, Nos. 112 @ 114.)

No. 30. ORDER THEREON, 15th August 1859, No. 1960.

Ordered to be communicated to the Chief Engineer for information and guidance.

(Signed) W. C. SIM,
Actg. Dy. Secretary to Government.

No. 31. Read the following Proceedings of the Madras Government in the Ecclesiastical Department, dated 10th August 1859, No. 273.

Requesting orders for the execution of the improvements proposed to be made to the burial ground at Jackatalla at an outlay of Rupees 1,866. (Vide Ecclesiastical Proceedings from 6th to 12th August 1859, Nos. 5-6.)

No. 32. ORDER THEREON, 15th August 1859, No. 1961.

Ordered to be communicated to the Chief Engineer for information.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 33. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge Central Office of Public Works; to J. D. BOURDILLON, Esq., Secretary to Government, dated 2nd August 1859, No. 3338.

I have the honor to forward an estimate, amounting to Rupees (2,310) two thousand three hundred and ten, for reconstructing the surplus sluice to the south Rajah Voikal in* Coleroon embankment in Tanjore district.

* Allagoody village.

2. The sluice in question was so much damaged during the floods of October 1858, as to require its entire reconstruction, and as it was considered a work of great importance, Captain Moberly, the then District Engineer, gave orders for the collection of requisite materials. These as reported by the present District Engineer, have been partly collected, and as the early execution of the work is necessary, I beg Government will be pleased to accord early sanction for rebuilding the same.

No. 34. ORDER THEREON, 16th August 1859, No. 1962.

The Government sanction the reconstruction of the south Rajah Voikal surplus sluice in Tanjore from the one lac fund of the current year, at the estimated cost of Rupees 2,310.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 35. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 27th July 1859, No. 3142.

With reference to the Proceedings of Government, dated 22nd June 1859, No. 1526, I have the honor to forward herewith letters* from the Commandant of Engineers and District Engineer, Godavery Division, replying to the question asked by Government in the order of April 30th, No. 1010, as to the most convenient place for levying the proposed 5 per cent. duty on the Godavery river.

1 Letter from District Engineer, Godavery.
1 Do. from Commandant of Engineers.
* No. 296, dated 22nd July 1859.
" 109, dated 6th July 1859.

2. Both officers it will be observed, consider that Doomgoodium would be the best place to collect the Nizam's tolls on the Godavery, that being the site of the proposed annicut and locks where a European officer would have eventually to reside. In this opinion I also am disposed to concur.

3. It appeared to Government that Buddrachellum would be a good place for levying the duty, as it is the last place of importance in the Nizam's territory, and sufficiently near Rajahmundry, to enable the authorities there to receive and notice any complaints made of irregularities in the assessing or the levying of the import. It will be seen, however, that Colonel Cotton entirely agrees with the District Engineer that, an appeal to Rajahmundry, distant more than 80 miles from Buddrachellum, will be totally inoperative, and that an office of appeal on the spot will be absolutely necessary to prevent improper interference, as well as oppressive exactions on the part of subordinates.

4. Colonel Cotton suggests that some other arrangement should be made than the levy of tolls, and asks whether it could not be arranged that a certain annual sum should be paid to His Highness the Nizam of Hyderabad, and thus the great evil of tolls be avoided?

5. He points out that almost every thing coming down the river will pay export duty to our Government, and also, that if no tolls are levied in upward traffic, our Government will have all the benefit from the increased sales of salt in their own territories, while His Highness the Nizam will, in like manner, benefit from the increase in the revenue on salt consumed in his country by the opening of the river. If, in addition to this, our Government were to pay him one or two lacs a year, His Highness might prefer such a certainty to uncertain tolls, and by such an arrangement this important line of traffic would be left perfectly free from all interference.

6. I entirely agree with the Commandant of Engineers in the opinion he has expressed of the importance of leaving the river traffic free, and would suggest that some such arrangement as he proposes should, if possible, be entered into with His Highness the Nizam's Government.

No. 35A. Ordered in consequence that the following letter be despatched.

From J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George; to Lieutenant-Colonel H. YULE, Secretary to the Government of India, D. P. W., dated 16th August 1859, No. 1963.

Para. 1. In continuation of my letter of the 16th June, No. 1484, and with reference to a letter from the Government of India to the Resident at Hyderabad, dated April 2nd 1859, No. 1535, I am directed to state the opinion of this Government that the most convenient place for levying the 5 per cent. duty on the Godavery on behalf of His Highness the Nizam will be Doomgoodium.

2. Adverting to para. 5 of my former letter, I am directed to observe that the exact terms of the agreement which appears to have been made with the Nizam's Government, on the part of the Government of India, have not been communicated to this Government, although the interests of large populations within this Presidency are deeply concerned.

3. I am desired, however, to point out again that the existing treaty between the British Indian Government and the Nizam, dated April 12th 1802, stipulates for the lévy of a single duty of 5 per cent. on goods entering and goods leaving the Hyderabad territory in lieu of all duties and exactions whatever. If then the 5 per cent. duty now stipulated is to be in addition to that rightful duty, this Government are of opinion that an undue concession has been made.

No. 36. Ordered that the following letter be despatched.

From J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George; to Lieutenant-Colonel H. YULE, Secretary to the Government of India, P. W. D., dated 16th August 1859, No. 1964.

In reply to the application of this Government for an outlay of 25,000 Rupees, for the purpose of building a new steamer to take the place of the worn out "Pottinger" employed in the service of the Godavery annicut your letter of January 14th 1858 No. 190 conveyed the sanction of the Government of India to renewing only the boilers and engines, and requested that the cost of the work might be reported. On proceeding to examine the vessel, it was found that the hull was as worn out as the engines and boilers; so that it became necessary to provide a new hull besides efficiently repairing the engines and boilers. The whole cost of this work is estimated at 14,913 Rupees as follows.

	Rs.
New hull...........................	5,353
Repair of boilers...	6,560
Do. of engines......	3,000
Total......	14,913

2. I am now directed to report that under the circumstances above stated, this Government have authorized on emergency the renewal of the "Pottinger" at the above estimated cost of 14,913 Rupees.

Order dated 8th July 1859, No. 1658.

No. 37. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 29th July 1859, No. 3252.

Referring to the Proceedings of Government, dated 1st Instant, No. 1609, I have the honor to submit herewith the explanation of the District Engineer, Kistnah Division, on the alleged defect of arrangement in the matter of the deficiency found in the quantity of sand paid for by Sub-Overseer Jaganáikulu, for the Ibrahimpatam and Masulipatam road.

1 Letter from District Engineer, Kistnah Division, dated 14th July 1859, No. 61.

2. Captain Chambers urges that the fact of due check having been exercised is proved by the discovery of the Sub-Overseer's inefficiency by the Executive Officer, and his degradation in consequence. The circumstances of Jaganáikulu having been appointed to superintend the carting of the sand, Captain Chambers states is as much a check over the bandymen supplying the sand, as that of a superior over a subordinate, though the Sub-Overseer in question proved an inefficient check, for which he has been punished, but his dishonesty or gross neglect, the District Engineer urges cannot rightly subject the Executive officer or himself to censure, as long as they do their duty by punishing the individual who had neglected the task assigned to him.

3. The Government observe in their Proceedings under notice, that it would be well to make payments at so much a trip for a given quantity, or to arrange for a fixed number of trips, delivering so much material to earn a day's hire. The District Engineer points out that the latter method was pursued in the case under consideration, and that it was from the Sub-Overseer entering in his cartage book the number of parahs which entitled a bandy to a day's hire, instead of the actual short quantities delivered by the bandy, that the discovery of his neglect arose.

4. Believing that the Government were led to make the observations contained in their Proceedings above referred to, under a misapprehension arising from a want of clearness in the statement of the matter by Captain Chambers in his previous report, that officer now requests that under the explanation given in his present letter, the Government will relieve both himself and Captain Pollard of the blame attached to them. As the officers in question cannot justly be held responsible for the negligence of their subordinates, and as the neglect on the part of the Sub-Overseer was duly investigated, and such punishment inflicted as the individual was deemed deserving of, moreover, as the very system, which, in the opinion of Government, seems essential to guard against deceitful transactions in the supply of material, was actually in force in the case under review, I trust the Government will see sufficient reason to absolve both officers from all blame in the matter.

5. It is not possible for the best system of check that can be devised to alter the character of individuals ; all it can do is to keep them as far as possible from going astray and to discover irregularities when they occur, and though in the present instance it apparently failed in preventing error, it yet effected the discovery of the neglect on the part of the Sub-Overseer and his consequent punishment.

No. 38. ORDER THEREON, 16th August 1859, No. 1965.

Having read Captain Chambers' letter now submitted, and having read again his former letter of the 12th May, the Governor in Council has pleasure in re-calling the opinion expressed in para. 2 of the order of July 1st No. 1609, that there was defect of arrangement in the matter in question. He resolves however to request the Chief Engineer to call Captain Chambers' attention to the system of check on cartage established under the former trunk road department, which seems calculated to be both more economical and more effective than that adopted in the present case.

2. Under the fuller explanation of Sub-Overseer Jaganáikulu's conduct in this matter, the Governor in Council cannot but regard it as deliberately fraudulent. He considers degradation to be too light a punishment, and directs that the Sub-Overseer be forthwith dismissed.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 39. Read the following Proceedings of the Madras Government in the Military Department, dated 5th August 1859, No. 2773.

Stating that the articles of machinery enumerated in the enclosed list, should remain in the Abercombie's battery until arrangements are made for their safe stowage elsewhere. (Vide Military Proceedings from 30th July to 5th August 1859, Nos. 156-157.)

No. 40. ORDER THEREON, 16th August 1859, No. 1966.

Ordered to be communicated to the Chief Engineer with reference to para. 2 of the order in this department dated 28th June 1858 No. 1588.

(Signed) W. C. SIM,
Actg. Dy. Secretary to Government.

No. 41. Read the following Proceedings of the Madras Government in the Military Department, dated 10th August 1859, No. 2845.

Stating that Captain Thornton cannot be withdrawn from regimental duty, for employment in the examination of the Bibbree and Wynegunga rivers. (Vide Military Proceedings from 6th to 12th August 1859, Nos. 90 at 92.)

No. 42. ORDER THEREON, 16th August 1859, No. 1967.

Communicated to the Deputy Chief Engineer in charge of the Central office with reference to his letter of the 2nd August 1859 No. 3345.

(Ssgned) W. C. SIM,
Actg. Dy. Secretary to Government.

No. 43. Read the following Official Memo. from J. D. SIM, Esq., Secretary to the Board of Revenue, to J. D. BOURDILLON, Esq., Secretary to Government, dated 4th August 1859.

The Secretary to the Board of Revenue has the honor to request that the Secretary to Government will forward 20 copies more of the Proceedings of Government, dated 30th July 1859, Public Works Department, No. 1833.

No. 44. ORDER THEREON, 17th August 1859, No. 1968.

Copies of the proceedings of Government applied for in this memo. have been supplied. But the Government resolve to request the Board of Revenue to apply in future to the Superintendent of the Gazette Press for such numbers of copies of the orders of Government communicated to them, as they may require for circulation.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 45. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of Central Office; to J. D. BOURDILLON, Esq., Secretary to Government, dated 11th August 1859, No. 3730.

In continuation of my letter of the 5th instant No. 3546, I have the honor to forward herewith copy of a statement since received from the Collector of Cuddapah, shewing the works of public utility constructed by private individuals at their own cost, during the year 1858-59.

No. 46. ORDER THEREON, 17th August 1859, No. 1969.

Ordered that the statement received with this letter be published in the Official Gazette together with that referred to in the order of the 13th instant No. 1947.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 47. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge of the Central Office of P. W.; to J. D. BOURDILLON, Esq., Secretary to Government, dated 4th August 1859, No. 3452.

In acknowledging the receipt of the orders of Government marginally quoted*, I have the honor to request you will lay before the Honorable the Governor in Council, the following explanation of my reasons for transferring Supervisor Dick, from North Arcot to Malabar.

* P. M. G. No. 1791, dated 26th July 1859.

2 Original letters from the District Engineer of Malabar Nos. 201 and 217, dated 3rd September 1858 and 15th July 1859, with 1 enclosure.

2. In the course of my enquiries into the accounts of North Arcot, it became evident that the subordinates in many cases had formed intimacies with men engaged as contractors for public works, and that it would be for the public advantage were such connections broken up by the dispersion of the parties, among whom I had every reason to believe was Mr. Dick.

3. On the 9th September 1858, a letter was received from the District Engineer of Malabar, forwarding and supporting a petition from Sub-Overseer Condasawmy, praying on the ground of ill health for his transfer to another district, and the opportunity seemed to me a favorable one for effecting an exchange which I then thought could be arranged at an early date.

No. 201, dated 3rd September 1858.

4. It was not, therefore, on the ground of actual misconduct, but as part of a general measure for changing the subordinates of a district where great disorder had existed, that Mr. Dick was transferred to one from which another person was at his own request removed.

5. With regard to the local language, I believe there are very few upper subordinates acquainted with Malayalum, and that Hindustani and Tamil will enable a person in Mr. Dick's position to carry on his duties without much difficulty in Malabar.

6. It appears by a letter* received from Captain Bean, that Mr. Dick's recent conduct has not been such as to entitle him to much consideration, but in accordance with the expressed wishes of Government, and to meet an urgent demand just received for additional superintendence in Trichinopoly, as well as to complete the allotment of that district, I have directed Mr. Dick to proceed there with the least possible delay.

* No. 217, dated 15th July 1859.

No. 48. ORDER THEREON, 17th August 1859, No. 1970.

The order reported in this letter is approved.

The Chief Engineer will caution Mr. Dick that unless his conduct is more favorably reported on he will be likely to get into trouble.

2. It should be pointed out to the District Engineer of Malabar that in recommending that Mr. Dick should be fined, he recommended a punishment not provided or allowed by the rules for a servant of that class.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 49. Read the following letter from Lieutenant-Colonel H. YULE, Secretary to the Government of India; to J. D. BOURDILLON, Esq., Secretary to the Government of Madras, dated Fort William, 14th July 1859, No. 4832.

I am directed by the Governor General in Council to forward for information and guidance, copy of a Despatch from Her Majesty's Secretary of State for Inbia, No. 3 of the 19th January last.

2. In reference to paragraph 4, on the subject of the location of Superintending Engineers, I am directed to remark that experience has satisfied the Government of India of the absolute necessity of the closer and more frequent inspection and supervision of local charges by officers of experience and judgment, and, inorder that these may be effective, they believe it to be a measure of necessity that the Superintending Engineers should be located in the centres of their respective circles. The Supreme Government, while expressing this conviction to the Secretary of State, have declared their intention of awaiting His Lordship's decision regarding the reference made to him on the subject by the Madras Governmet in their No. 21 of the 11th of June 1859.

3. I am to call particular attention to the remarks of the Secretary of State on several important points.

4. Among these is *conciseness of Statements.* On this it has been remarked to the Secretary of State that the figured statements submitted to Governments should never be other than concise, but that accurate returns can only be obtained from *full accounts.* Concise *accounts* are apt to be abused.

5. Another point to which I am directed to call particular attention is the hope expressed by Lord Stanley that promotion will be determined by merit and merit alone.

6. The remarks regarding the employment of Assistant Engineers should be communicated to the Chief Engineer for guidance.

7. I am also to draw your attention to paragraph 10, in which His Lordship speaks of the desirability of introducing the new code, with such modifications as may be necessary, into the Presidencies of Madras and Bombay, with as little delay as possible. In reference to this a copy of letter No. 3421, dated 25th May last, from this Department, to the Government of Madras, has been transmitted to His Lordship, for information, as to what has already been done towards attaining that end in regard to the important subject of accounts.

No. 3.

To THE RIGHT HON'BLE THE GOVERNOR
GENERAL OF INDIA IN COUNCIL.

EAST INDIA HOUSE,
London, 19th January 1859.

MY LORD,

The Code of Regulations for the Public Works Department in Bengal, the North-Western Provinces, and the other Administrations, under the direct control of your Government, which was transmitted with your Public Works letter No. 27 of the 24th September last, having been considered by me in Council, I have to convey to you the following remarks:

2. Great pains have evidently been bestowed on the preparation of the volume, the general arrangement of which is remarkably orderly and lucid, while every subject is treated with a fullness and clearness which have little to be desired in those respects. Captain Dickens, of the Artillery, on whom the chief labour of the compilation is stated to have devolved, has fairly earned the warm commendation you caused to be conveyed to him for his valuable services.

3. The code necessarily enters much into detail containing many minute regulations which can only be satisfactorily tested by experience, and which it would be useless to attempt to prejudge. Brief allusion may, therefore, suffice to the description of the duties of officers of the several grades, and to the provisions relating to military stations, civil buildings, and the framing of designs, estimates, and contracts.

4. I must not, however, omit to point out that the question, as to the emoluments and the head quarters of Superintending Engineers, has been settled without reference to the instructions of the late Court of Directors on the subject. The decision of the Court was the result of mature deliberation, and is supported by what appears to me conclusive reasoning, and I must request that their injunctions, if not already carried into effect, be put in force without delay.

5. With respect to accounts the system adopted is stated to have been devised with the view of relieving Executive Engineers, as much as possible, from the duty of keeping elaborate accounts. It is to be hoped that effectual means have been used to ensure this end, for it has been matter of complaint with Executive Engineers that their time is so much occupied with the incessant and complicated accounts required from them, as greatly to interfere with the discharge of their more purely technical duties, whether in the office or field. Precise and regular accounts are indispensable to check that unauthorized and ill-judged expenditure on which, in spite of every check, you are so often compelled to animadvert. Precision and regularity, however, are not incompatible with simplicity and conciseness, and there can be little doubt that it would be possible, without impairing any really useful check, to dispense with the multitudinous folios of figures which, more especially from Madras, are commonly rendered in reply to any call from hence for a statement of the cost of any specified work.

6. The chapter relating to qualifications, appointments, and promotions, has received a share of attention proportioned to its importance. In what are termed the upper and lower subordinate divisions of the establishments comprehending among others Overseers, Supervisors, and Sub-Engineers, the examinations which candidates are required to pass must, apparently, ensure their possession of sufficient practical knowledge, provided the examinations be conducted in such a manner as to prove really reliable tests.

7. Candidates for the post of Probationary " Assistant Engineer," the lowest grade in the superior class of the establishment, that is to say, candidates for admission into the superior class of the department of Public Works, may, it is stated, be of five different descriptions of officers of the Corps of Engineers who are to " have a prior claim to all other canditates," (founded, it is to be presumed, on their previous special training) officers of Artillery, Cavalry, or Infantry, members of the upper subordinate establishment, Civil Engineers, sent out from Europe by the Home authorities, and persons furnished with certificates of qualification and good conduct from a Government College of Civil Engineering. Upon this classification I will only express my earnest hope that, when once admitted into the department, the claims to promotion of the several employés will be determined according to merit, and to merit alone.

8. Assistant Engineers are to be regarded as in probation during the first year of their service, during which time they are understood to be confined to working out the designs of their official superiors without being themselves employed to frame any plans or designs. The period of such restriction might, in my opinion, be considerably extended. It is notorious that at present officers are allowed to undertake the construction of bridges and other structures with so little acquaintance with the art, that failure is the inevitable result. There is obviously no saving of time to compensate for the loss of money which thus takes place. It would not, I am persuaded, be going too far to declare that no Assistant Engineers should be employed on detached duty except under the immediate orders of an Executive Engineer working upon his plans and carrying out his designs.

9. With the view of enabling newly appointed Engineer officers to arrive in India with a larger knowledge of Civil Engineering than they have hitherto in general possessed on first going out, I propose to consider the expediency of placing under the tuition of some eminent Civil Engineer in this country such Cadets of the Corps of Engineers as may desire it after completing their term of instruction at Chatham. It would be necessary that Cadets should be allowed the same opportunities of studying the practical details of construction as are enjoyed by ordinary pupils only in the more advanced stages of their professional training, and considerable difficulty might be met with in making suitable arrangements. Much good, however, would probably result from the adoption of some such plan, and I shall be disposed to try the experiment if no insuperable obstacles or objections present themselves.

10. The code, as it at present stands, purports to be designed for use in those Governments and Administrations only which are under your immediate control, but with slight modifications it would apparently be equally adapted to the Presidencies of Madras and Bombay, into which it is very desirable that it should be introduced with as little delay as possible.

I have the honor to be,

MY LORD,

Your Lordship's most obedient, humble Servant,

STANLEY.

No. 50. ORDER THEREON, 17th August 1859, No. 1971.

Ordered that these papers be recorded.

2. Three principal points are touched on in this letter and in the enclosed Despatch from the Secretary of State, and on all three the opinion of this Government has already been put on record as noted below; viz. on the location of the Superintending Engineers (Deputy Chief Engineers) Proceedings June 8th 1859, No. 1387; on the extension of the Bengal Public Works Code to this Presidency, Proceedings June 11th 1859, No. 1439; and on the extension of the Bengal Public Works system of accounts to this Presidency, in a letter to the Government of India, dated July 22nd 1859, No. 1753. It appears unnecessary therefore to enter again on the consideration of those subjects.

3. Adverting to para. 6 of the present letter, the Governor in Council observes that the remarks of the Secretary of State on the employment of Assistant Engineers are inapplicable to the Public Works Department in this Presidency so long as the establishment remains at its present reduced strength.

(Signed) J. D. BOURDILLON,

Secretary to Government.

Read the following letters.

No. 51. From W. J. WALHOUSE, Esq., Joint Magistrate, in charge Coimbatore; to J. D. BOURDILLON, Esq., Secretary to Government, dated 8th April 1859, No. 24.

1. With reference to para. 9 of Extract Minutes of Consultation, under date the 5th March last, on the subject of the robbery of Captain Morgan's cash chest at Ootacamund, I have the honor to submit copy of a full and circumstantial report from the Joint Magistrate of the Neilgherries, before whom the case was primarily tried.

2. Colonel Pritchard has so completely explained all that can be ascertained in the case, as to leave no room for further comment from me, beyond the remark that, though "a verandah glazed in front," does not appear a safe or appropriate place for keeping a cash chest containing a large sum, the robbery could hardly have been prevented when the persons employed to guard the money had plotted its abstraction. As remarked in para. 8 of the Extract Minutes of Consultation under reply, the theft could not have occurred had a single peon or lascar been at hand, and true to his duty; which, however, was not the case.

Letter from Lieutenant-Colonel H. PRITCHARD, Joint Magistrate, Neilgherries; to M. J. WALHOUSE, Esq., Joint Magistrate, in charge Coimbatore, dated Ootacamund, 31st March 1859, No. 44.

I have the honor to acknowledge the receipt of your letter No. 123 of 18th instant, with Extracts of Minutes of Consultation No. 503 of 5th idem, herewith returned, and to furnish the report on the case of robbery of the cash chest of Captain Morgan, Assistant to the Special Executive Engineer at Jackatalla, therein called for.

2. On the morning of 21st of November last, Captain Morgan's writer, Condasawmy, came to my dwelling house, his master being absent at Kulhutty, and reported the robbery of the cash chest during the previous night. I asked him if he suspected any one, he named Mr. Hoply, a writer in Captain Dobbie's office, as he had been entrusted with the keys of the cash chest to open it when the latter officer had charge of it. I directed the Cutwal to search Mr. Hoply's house, this was quickly effected, but Mr. Hoply could not be found. In the search two gunny bags were found in the yard of the house, soaked with rain, which had fallen heavily the previous night, and which Condasawmy declared were similar to those used for holding copper coin in the chest. Suspicion, therefore, increased against Mr. Hoply, who was arrested as soon as discovered, about 3 P. M., that day.

3. Suspicion also fell on Govindoo Râz, a peon, who had been in charge of the cash chest on the night of the robbery, from the fact of his not having alarmed the household; after, as he stated, he had effected his escape by loosing the ropes with which the robbers had bound him, but had instead proceeded to the Cutwal's choultry, distant upwards of a mile, to report it.

4. No further clue was obtained for several days, but Captain Morgan had informed me he strongly suspected Mr. Hoply, as he was an Artificer, capable of making a false key from an impression, and had had the key in his possession, nothing further was adduced against Mr. Hoply, in whose house some few carpenters tools had been found.

5. At length, from some quarrel apparently amongst the persons concerned in the robbery, which has never been made clear. One of the number gave information that Rupees 7 had been sent to him by Luchmen, for a purpose which he refused to accept, and that it had been left by his messenger. The money was recovered, and the messenger Lazer and Luchmen, were arrested. In Luchmen's house, Rupees 65-4 were found, which he admitted was a portion of the money stolen from the cash chest; and he implicated others.

6. All the accused were speedily secured, except two, who had quitted the hills. One of these was traced to his village and arrested, the other has not been discovered.

7. Some days after the finding of the last sum, the Police in searching a gentleman's garden, in which one of the captured had been gardener, found two empty gunny bags: they proved

to be those stolen from the chest, and had been used to hold copper coin. Curpen, the gardener, then confessed his share in the robbery, and pointed out where he had concealed the copper coin when Rupees 6-0-6 were recovered.

8. Armoogum, next admitted his share and pointed out Rupees 51-0-0 concealed in the Government garden. Then Lazer did likewise and shewed Rupees 39-0-1, hidden near the Roman Catholic church.

9. In the house of Molay, a bag was found and indentified as one of those in the chest when stolen. Another of the bags was found on the public road, but no evidence could be obtained to connect it with any of the prisoners.

10. Some of the prisoners described Govindoo Râz' part in the robbery, and the various tales he had told of the transaction further implicated him. There was proof also of his having remained away a long time from the office on the day of the robbery, from one to seven P. M., when he should have been present. That he refused to receive a lighted lantern that evening from another peon for the office, who he persuaded to go to his house, being very wet, after returning from his master at Kulhutty. Also that he had gone to the hospital and delivered a false message to another of the peons that he was not to come that night to sleep at the office, as Captain Morgan had not gone to Kulhutty. It was further proved that Govindoo Râz, had told another peon that it was Captain Morgan's intention on the 1st of December following, to remove the cash chest into his house; it was kept at the time in a verandah glazed in front, and to discharge the peons.

11. Eleven prisoners of the twelve accused were committed to take their trial; three were released by the Sub-Judge; eight were tried by the Session Judge, of these six were convicted, five being sentenced to seven years, and one to three years imprisonment with hard labor; and two were not convicted and released; Govindoo Râz being included in the list of those sentenced. This man was never before convicted, as appears from the Extract of a letter from the Sub-Judge of Ootacamund appended.

12. The cash chest was an iron one, with a large bolt in the lid turned by a brass knob, and secured by a Chubb's lock. It was found broken open on a road in the vicinity of Captain Morgan's house, and annas four, pice nine, were found in the mud near it. All the papers in it were recovered, nothing had been stolen but the money, amounting as shewn by the accounts to Rupees 1,783-6-4. Of this sum, Rupees 168-9-4 has been recovered, and returned to Captain Morgan by the Court; but no account of the balance has been obtained.

13. Mr. Hoply, who had been arrested for the reasons before stated, in paras. 2 and 4, was on the discovery of the other prisoners released; not a particle of evidence of any description, beyond that alluded to, was elicited to implicate him. The suspicions of both Captain Morgan, and his writer Cundasawmy, have been shewn to be groundless as regards the key being entrusted to Mr. Hoply, for a sufficient time to enable him to tamper with it. Captain Dobbie, when examined, remembered having given the key to Cundasawmy once to open the chest in his presence, did not remember positively to have given it to Mr. Hoply for the purpose, but might have done so, and felt certain that if he did, the chest was opened when he was present in the room. The deposition of Mr. McNair is very positive on these points, and is, therefore, appended.

The suspicion that fell on Mr. Hoply, regarding the gunny bags found in his house, was fully done away with by the finding and identification of the cash chest bags: and his absence from his house was duly accounted for; and proved to be true on enquiry from others.

There was nothing to sustain the other suspicion on the part of Captain Morgan, that Mr. Hoply was an artificer, capable of producing a false key from an impression, beyond the few tools found. It appears that he has learned to work a little as a carpenter, but not as an ironsmith in any way. Among his own class he is considered as well conducted, and he certainly quickly obtained bail when it was required from him on his release.

14. From a minute examination of the cash chest and the lock, in my opinion, no false key could be made from an impression in any substance sufficiently accurate to open it. Nor would

it be possible to produce a key for the purpose without access to the lock, so as to fit its wards to the tumblers of the lock, as the slightest variation in the adjusting of any one of them would render it impossible to open it. To pick it seems impracticable, unless by one well acquainted with the mechanism of such locks, and success even then appears improbable.

15. During the lengthened investigation before me, I could arrive at but one conclusion as to the means by which the chest was opened, and the robbery effected. It is this. That in closing the chest, the bolt was shut as usual and the key, from the position it had assumed in the lock, was only turned one half round and withdrawn; instead of being turned completely round, or once and half round from that position, so as to lock it and enable it to be withdrawn. This was tested. There is no click or other sign to make known that the chest is locked, as in all Chubb's locks the operation is smooth and noiseless. The key thus withdrawn would leave the bolt unsecured, and the chest apparently locked, when nothing but testing the bolt by turning the knob would undeceive one.

16. Govindoo Râz, I consider, became aware of this by turning the brass knob, during his charge of the chest after it had been closed by Captain Morgan on the 19th November; but, in weighing if he stole the contents and absconded he would be followed up and caught, or if he remained and allowed others to take them he would be also implicated; he planned to effect the robbery with others, so as to withdraw suspicion from himself and to render their detection improbable.

17. As the chest was heavy, several were required for its removal, hence the number engaged. To effect it, it was necessary to keep away all not concerned, hence his conduct with the two peons who should have been present over the chest. In case of being discovered in the act it would be well to save himself, hence the procuring himself to be bound, but in such a way as that he could release himself when necessary; and, to further avert suspicion that he knew of the chest being unlocked, the hacking of the lid with a hatchet and attempts to purchase it up were made; and the iron case which covered the bolt and lock was removed to give the appearance of its being forcibly broken open.

18. The clearest description of the whole was given by the prisoner Curpen thus; that the gang assembled and proceeded to the house; that two approached and called softly to the peon, who instantly opened the office door, that others near began to tie the peon, who said "dont speak, and dont trouble me, but take away the chest." That Govindoo Râz allowed himself to be quietly tied with his hands behind his back and a cloth over his mouth, and then sat himself down, and so remained. That six men then entered the office and brought out the chest, and others then helped to take it outside the compound, where one man had been placed to watch. That in doing this two men stayed behind to cover up the peon Govindoo Râz with a cumbly, which had fallen off him when he was tied. That the chest was taken along the road a short distance, then put down and broken open by three of the men by means of a hatchet, brought with one of them. That the money was taken out in the bags and the party then dispersed.

19. The prisoners generally insisted that the chest was broken open by force, but this could not have been the case had it been locked, as the lid is let into the sides of the chest so as to prevent any means of effecting a purchase on it. Either some of them knew the state of the bolt and went through the form of wrenching open the chest, or the peon may have kept that to himself and have instructed them to force it open, knowing it would be easily effected. The knob of the bolt had been struck off by a blow, which would have shut back the bolt if shot; and there were marks where the lid had been tried to be forced up, and had been struck with a hatchet in many parts. The iron case over the bolt and lock inside the lid had been removed and there were marks on the heads of its screws as if they had been turned out; but they certainly had not a very firm hold in the lid.

20. This is a full report of the inquiry made by me into the robbery of Captain Morgan's cash chest, from which it will appear that Govindoo Râz was the planner of it, probably from his belief that he was to have been shortly discharged.

Letter from E. W. BIRD, Esq., Sub-Judge of Ootacamund; to Major G. S. DOBBIE, Executive Engineer, Neilgherry Range, Ootacamund.

* * * *

Para. 2. In reference to the peon Govindoo Râz, who was convicted and sentenced by the Session Court of Coimbatore to 7 years imprisonment with hard labor in irons on the 11th ultimo, for having knowingly aided and abetted the other prisoners in the prepetration of this crime, I find from enquiry that the individual in question was never employed as a Duffadar at the Ootacamund Jail as you suppose. He is said to have come to this place without employment before March 1857, and from the Jail diary it appears Mr. Ouchterlony, the then Principal Sudr Ameen, entertained as an acting peon under date the 11th March of the same year. On the 20th May 1857, Mr. Ouchterlony dismissed the said acting peon Govindoo Raz and another for "gross neglect of duty" in having permitted an European prisoner, one Mr. Rehling, to leave his place of confinement in the Jail, and for allowing certain parties free access to him, against the positive orders of the Principal Sudr Ameen. On the 22nd May 1857, Mr. Ouchterlony, apparently on further consideration, recorded his opinion that the two peons implicated in the above matter, were new to their duties, and that he acquitted them of blame. The peon Govindoo Râz, however, never appears to have been employed again in the Jail. On the 28th April 1857, a prisoner in charge of this peon, Govindoo Râz, effected his escape by over powering and pinioning him somewhat after the fashion he asserts he was treated by the gang who stole the cash chest from Captain Morgan's house. There appears to have been suspicion that the alleged pinioning was the result of connivance, but further consideration led Mr. Ouchterlony to believe the peon's story, and to acquit him of blame in this matter also. There is nothing more on the records of the Jail to enable me to throw light on Govindoo Râz' history, prior to the date of the cash chest robbery of November last.

* * * *

Deposition of William McNair, Accountant in Captain Dobbie's office.

When Captain Dobbie had charge of the Moodoomallay Forest, the cash chest was kept in the office, no one could go to it without being seen by those present, during office hours. Four peons had charge of it; at other times, Captain Dobbie opened the chest always himself to take out cash. On one or two occasions, he gave the key to Mr. Hoply to open it, but he was then present, he never sent any one to open it when he was out of the office, I have opened another chest once or twice when he was present, by his order; but no other writer has done so to either. The keys of both chests are kept by Captain Dobbie, during Captain Dobbie's absence on the Forests, his brother has opened the chest, but did so himself only. I do not remember that any other person ever did so during Captain Dobbie's absence, Mr. Hoply, never had the key in his possession longer than was necessary to open the chest, a minute or two. I don't think he could have taken an impression of the key at the time as all could see what he did.

(Signed.) W. G. McNAIR.

Sworn before me, 2nd December 1858.

(Signed.) H. PRITCHARD,

Joint Magistrate.

No. 52. From Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 29th July 1859, No. 3257.

Letter from District Engineer, Coimbatore, dated the 25th May 1859.
Do. do. dated 14th April 1859, with 12 enclosures.
Do. from Special Executive Engineer, Jackatalla, 25th March 1859, with 3 enclosures.
Do. from do. dated 7th July 1859, with 1 enclosure.

With reference to the orders of Government of the 5th March and 30th May last, Nos. 503 and 1308, I have the honor to submit two reports from the District Engineer of Coimbatore, and two from the Special Executive Engineer at Jackatalla, with their several enclosures. The first of the two reports of the District Engineer and the Special Executive Engineer did not furnish satisfactory explanation

on some of the points on which it was needed, and they were called upon for further reports, which will account for an earlier reply to Government from the Central office, not having been submitted.

2. In reply to the first requisition of Government in para. 3 of the order of 5th March, the District Engineer of Coimbatore has furnished Extracts from Captain Dobbie's cash book for the whole period he had charge of the forest, &c. works, viz., from June to October 1858. Three separate cash books were kept by Captain Dobbie, in continuation of those kept by Captain Morgan for the "Moodamallay forest" the "Goondelpet workshop" and the Seegoor "lime account," and it appears that the money appertaining to each of these separate works, though deposited in one chest, was kept in distinct bags, and that the money belonging to one work was not used for another. Mr. Fraser notices this as a peculiar way of keeping money and as an unnecessary and irregular distinction which led to more cash being held on hand, than was actually requisite for the wants of the forest department.

Para. 8 of Mr. Fraser's letter of 25th May 1859.

3. The marginal note will show the amount expended monthly by Captain Dobbie on the works he had charge of. The average expenditure in five months is only Rupees 1,574, the largest outlay in one month being Rupees 2,590, Captain Campbell's opinion is, that Captain Dobbie's error was not in drawing too much, but in spending too little. In this I cannot concur, as Captain Campbell had the means of possessing himself of all information which was necessary relative to Captain Dobbie's monetary transactions, and it was his duty, if he could not stimulate him to greater exertion in laying out more money on the works, to restrict the funds given to him, which should have been limited to the actual wants of the works, and with reference to his average monthly expenditure thereon.

1858.	Forest. Rs.	Workshop.	Lime.	Total.
June	1,108	41	196	1,345
July	1,427	189	79	1,695
August	2,419	76	95	2,590
September	1,624	25	261	1,910
October	231	102	0	333
Total.....	6,809	433	631	7,873
Average..	1,362	86	126	1,574

4. The cash books above referred to, do not show clearly the actual cash receipts in each month as drafts drawn on the Tahsildar of Ootacamund, and the Commissioner of Mysore are debited in full when the whole amount of each draft was not received in cash. This balance in cash book will account for the three cash books representing an aggregate balance of Rupees 8,490-14-11, as remaining on the 29th October 1858, when Captain Dobbie delivered over charge to Captain Morgan, while the actual cash on hand was only Rupees 4,415-12-2.

	Rs.	A.	P.
Forest account....................	3,829	15	4
Lime account.......................	1,221	10	1
Workshop account..................	3,439	5	6
Total	8,490	14	11
Actual cash in chest..................	4,415	12	2
Remaining with Tahsildars on drafts undischarged fully.............	4,075	2	9

5. Mr. Fraser explains that if out of the balance of Rupees 4,415, Rupees 1,221, the cash appertaining to the lime account be deducted, because it was set apart on the erroneous notion that it should not be mixed up with the forest money, the difference Rupees 3,194, which remained for expenditure, was only about Rupees 700 in excess of the maximum monthly expenditure, and on the same principle he assumes that, when the robbery took place, viz., on the 20th November 1858, there was only Rupees 559 in Captain Morgans hands available for expenditure on the forest works. This is the difference between Rupees 1,780, the actual cash in the chest, and Rupees 1,221 belonging to the lime account. This method of accounting for the large balance of cash which remained with Captains Dobbie and Morgan, has originated from a mistaken custom of keeping the balance appertaining to each distinct work, in separate cash books and bags, instead of in one general cash book, with liberty to apply the funds on the works generally.

6. Mr. Fraser, in reply to a question put to him relating to the entries made in Captain Dobbie's cash books for monies not actually drawn, states that he considers this method justifiable, because the whole amount of drafts given to Captain Dobbie was held to his credit in the treasuries of Tahsildars, and that in consequence his cash book should shew the entire sum, which he was at liberty to draw upon from time to time according to his wants. A running account was, it appears, kept with the Tahsildars, which shews the sums in deposit with them, but this account has not yet been received. Captain Morgan is said to have adopted the practice of drawing on Tahsildars for portions of drafts given to him, without the especial permission of the District Engineer, but Mr. Fraser states that his being in favor of such a plan was known to Captain Morgan. He supposes that Captain Dobbie did not adopt the same plan which occasioned the large cash balance in his chest at the period of the robbery, but the cash books of Captain Dobbie shew that Mr. Fraser's supposition is not altogether correct, as out of a balance of Rupees 8,490-14-11, shewn in his cash books, only Rupees 4,415-12-2, remained in cash.

7. Captain Dobbie does not appear to have adopted the above plan to such an extent as would have been a benefit to the State. The object of it was to secure surplus cash in talook treasuries, but the balance of cash in the chest was a great deal more than should have been allowed to remain. There is nothing objectionable, I consider in surplus cash not immediately required, being kept in deposit for safe custody in talook treasuries, but the system of granting drafts for money more than is actually required for the months outlay is reprehensible; and if care were taken to avoid this, no large surplus would remain, and the plan of drawing upon Tahsildars for small sums against drafts for large amounts would not be necessary.

8. This leads me to the enquiry in para. 5 of the order of Government of the 5th March, as to whether Captain Dobbie's proceedings in the drawing of funds have been in accordance with the rules, and as to the dates on which Captain Campbell examined Captain Dobbie's cash chest during the six months, previous to this delivering over charge to Captain Morgan, Captain Campbell admits in his reply to this enquiry that he never counted out Captain Dobbie's cash chest, but that he regularly received from him monthly statements of his accounts which were clear, Captain Campbell's accounts with the Central office from the period he was placed in special charge of the Jackatalla works did not shew any of his transactions with Captain Dobbie, nor the cash balance with this officer, distinct from the balance with himself. No separate accounts of the forest works were rendered to the Central office, as they were worked for the Jackatalla barracks, and the expenditure thereon were charged as on the barrack Works.

9. Mr. Fraser explains that for two or three months, when the barrack work was under his charge as District Engineer, Captain Dobbie's transactions were directly under Captain Campbell, and drafts for money were given to him by the District Engineer, and he made remittances to Captain Dobbie. This officer explains to Mr. Fraser, that he drew once a month on Captain Campbell for the whole sum he required for the ensuing month, which he received partly in cash, and partly by orders on the Commissioner of Mysore to be cashed by the Tahsildars of Mysore and Goondlepet. Captain Campbell is stated never to have objected to this arrangement, and it is partly to this practice that is to be ascribed the circumstance of drafts for large sums being given to Captain Dobbie, and to large balances remaining in hand, generally equal to a full months anticipated expenditure, contrary to the orders of Government, which direct that estimates for money required by Executive officers shall be forwarded to the District Engineer (in this case a Special Executive officer) on the 1st and 15th of each month.

10. In respect to the enquiry in para. 3 of the order of 5th March, founded on Captain Morgan's statement, that Captain Dobbie had permitted the key of the cash chest to be in writer Hoply's hands, so long and so often as to enable him to make up a false key, Captain Dobbie explains that Mr. Fraser had in Captain Morgan's presence allotted to him, the writer Hoply, as being acquainted with the forest accounts, on which he was employed by Captain Morgan for 18 months previous to his delivering over charge to Captain Dobbie. He most emphatically denies ever having given the writer the cash chest

Captain Dobbie's letter to Mr. Fraser, dated 25th March 1859, enclosure in District Engineer's letter of the 14th April 1859.

key to take out and put away money without being present himself. Captain Morgan's statement, that writer Hoply had been entrusted with the key for an hour at a time seems to have no better foundation than the hearsay evidence of a native clerk. It is needless to enter further on this enquiry, as it has been sufficiently well established that writer Hoply had no concern in the transaction connected with the robbery of the cash chest.

Letter from the Sessions and Subordinate Judges, dated 18th March 1859, enclosures in District Engineer's letter, of 14th April 1859.

11. As regards the part taken by peon Govindoo Râz there is now no doubt. He having been convicted and sentenced by the Civil Judge with four others to seven years imprisonment for aiding and abetting in the robbery. Captain Morgan's statement that Govindoo Râz, was a convicted felon, and was formerly Duffadar of the Ootacamund Jail, from which place he was dismissed is not quite correct. He was entertained* in March 1857, by Mr. Ouchterlony, then Principal Sudr Ameen, as an acting peon in this Jail, and was dismissed in May following, on account of certain suspicious circumstances connected with the escape of a prisoner, but the Sudr Ameen recorded, that there was no blame to be attached to him as he was new to his duties.

* Letter No. 59, from Sub-Judge of Ootacamund to Captain Dobbie in Mr. Fraser's first report.

12. Captain Dobbie† had, it appears, entertained Govindoo Râz as a lascar, on his taking charge of the forest from Captain Morgan, who did not leave any peons or lascars, because it is customary amongst Executive officers to take with them on transfer, their own lascars and peons. He says he had not heard ought against Govindoo Râz, either previous to his entertainment or during the period he was in service, viz., five months, and that it is difficult to get at correct information of the previous character of a man on his first admission, though when suspicion occurs many come forward to speak, who said nothing against the party before hand. The exchange between Govindoo Râz and Ryman Khan, on the day of the transfer is said to have taken place in Captain Morgan's house, with his consent, the reason for it being that the latter had served under Captain Dobbie, in the Neilgherry range for two years, and had been previously for the same period under Lieutenant Stewart, and that having known him well, Captain Dobbie did not wish to part with him, nor did the peon desire a change. Govindoo Râz, with two other peons were not taken by Captain Dobbie, as he could not afford to keep them after giving over charge of the forest, not liking to burden his estimates with their pay, and rather than that they should be dismissed, they were offered to and taken by Captain Morgan.

†Captain Dobbie's letter to Mr. Fraser, an enclosure in his first report.

13. In Captain Dobbies communication to Mr. Fraser is enclosed a letter from the Sub-Judge, relative to Govindoo Râz' antecedents, who also states his opinion as to the manner in which the robbery was effected, viz., that the cash chest which is provided with a complicated Chubb's lock, must have been unlocked by some person before the robbery, and accidentally omitted to be locked after the bolt had been shot into holes by the handle. It is assumed that Govindoo Raz, after Captain Morgan left Ootacamund for Kilhutty, must have become acquainted with the fact of the box being unlocked by simply trying the lid, and that the temptation being too great for his virtue must have planned and perpetrated the robbery by means of others, by allowing himself to be pinioned and gagged as if he had been overpowered when on guard. This is surmised by the Sub-Judge, from the fact that the lock was observed to have been absolutely uninujred and the bolt of it was not shot, to pick which he believes is impossible in Ootacamund, though it may be possible, in London. The only two keys fitting the lock were safe in Captain Morgan's keeping, and no false key appeared to him to have been used on the lock.

14. Captain Morgan who was called upon to explain the circumstance of the cash chest having been left unlocked, states in reply* that, he had deposed before the Magistrate of Ootacamund, that the chest was locked by him on the day he left Ootacamund for Kilhutty, viz. 20th November 1858, and that he is perfectly clear upon this fact, which is corroborated by the confession of the robbers, that the chest was forced open with difficulty by an axe. He fur-

* Letter to Captain Farewell, dated 6th July 1859.

ther states that Mr. Bird's surmise that the chest was left unlocked is due to Captain Dobbie, who believed in the probability of such an occurrence from his having himself left the chest unlocked on one occasion, which he discovered on returning to open it.

15. The circumstance referred to by Mr. Bird, of the bolt of the lock having been found by him unshot, is stated to have arisen from the lock having been shot with the key several times both by Colonel Pritchard and Captain Morgan, to ascertain if it had received any injury, and it is also explained that it is possible to force the chest open without in the least injuring a Chubb's lock, in proof of which is attached a statement of Mr. W. Wait, 1st class Mechanical Engineer.

16. On enquiry from Mr. Flockhart, the Mechanical Engineer employed at the Presidency, it appears that he is of a different opinion to that of Mr. Wait, and considers that a chest fitted up with a Chubb's lock cannot be broken up without injuring the lock. There is, therefore, reason to doubt whether the cash chest of Captain Morgan was really locked on the day of the robbery, and under these circumstances, he cannot be absolutely exonerated from the suspicion of negligence. As regards the securing of the cash chest by a proper guard, the sentence of the Judge shews he used all necessary precaution; but it seems strange that Captain Morgan, did not after taking charge of the forest, in which he was previously employed, return to the talook treasury for deposit, the surplus cash, which he states was more than necessary, adding that he was not in the habit of keeping large sums of money in his cash chest.

2nd para. of Captain Dobbie's letter, dated 25th March 1859, addressed to Mr. Fraser.

17. Captain Dobbie's statement that 1,500 Rupees was drawn by Captain Morgan, before the robbery additional to the large balance made over is found to be inaccurate; drafts for this amount were only issued, but not cashed, and the amount of cash in the chest on the day of the robbery was Rupees 1,783-6-4, of which Rupees 1,580 were stolen, Rupees 168-9-4 of the sum robbed were recovered by the Police and Rupees 1,611-6-8, is the amount of actual loss, Captain Morgan considers that this loss can be set off against the gain from the improved mode of working the forest, but from this view Mr. Fraser very properly dissents. Under all the circumstances detailed above, I am induced to request the orders of Government to write off the amount stolen to profit and loss.

Captain Morgan's letter to Captain Campbell, dated 17th March 1859, para. 5 and conclusion of para. 12 of Mr. Fraser's report, dated 25th May 1859.

18. In reply to the orders of Government of the 20th instant, No. 1741, calling for explanation of the cause which delayed the submission of the above report, I beg to state that on the receipt of the first order from Government for a full report, Captains Morgan and Dobbie were called upon, through the Special Executive Engineer, Jackatalla, and the District Engineer, Coimbatore, on the 8th March 1859, to furnish the explanation and accounts required. Replies from them were received on the 25th March and 14th April following, but no report having been made by the District Engineer, (Mr. Fraser), who simply forwarded explanatory letters from both Captains Morgan and Dobbie, he was called* upon for further information, and this was furnished in his letter of the 25th May last.

E. M. C. 5th March 1859, No. 503.
* Letter dated 14th May 1859.

19. This letter was received on the 31st of May and transferred to the Audit Department on the 4th of June. The subject being complicated occupied the Auditor, who had to attend to other business several days, and the draft did not reach me till the 18th. On going through the subject, I found that no explanation had been given by Captain Morgan, of the allegation that he must have left the chest unlocked, and I was obliged to direct a further reference, which has been answered only recently.

No. 53. ORDER THEREON, 17th August 1859, No. 1972.

The letters above recorded contain the further information called for in the order of March 5 (No. 503) respecting the robbery of Captain Morgan's cash chest at Ootacamund. That from the Joint Magistrate of Coimbatore in charge encloses a full and clear report of the

case by Colonel Pritchard Joint Magistrate of Ootacamund, so far as it came under his official cognizance; and that from the Chief Engineer encloses various letters from the local officers of the department, and reviews the whole circumstances as therein set forth.

2. The order of the 5th March called for information on the following points.

Para. 3. First.—The necessity of so large a balance of cash in Captain Morgan's hands.

Do. Second.—The circumstance of writer Hoply having been allowed by Captain Dobbie to have the key of the cash chest.

Do. 4. Third.—The appointment of Govindoo Ráz by Captain Dobbie to be cash chest peon.

Do. 5. Fourth.—Whether the established rules for drawing funds had been adhered to by Captain Dobbie; and when that officer's accounts and cash chest were examined by Captain Campbell.

Do. 6. Fifth.—The circumstances of the recovery of a small part of the money stolen.

3. The second, third, and fifth of these points are satisfactorily explained in the present papers, and need but brief remark. It is denied by Captain Dobbie that he ever entrusted the key of the chest to Hoply; and the statement that he did so appears to have originated in a mistake. No suspicion attaches to Hoply in connection with the robbery.

Govindoo Ráz appears certainly to have been the contriver of the robbery; but his antecedents were not so bad as was before represented. He was not a "convicted felon" as stated by Captain Morgan; and though he had been dismissed from the situation of Jail peon, in connection with the escape of some convicts, yet, singularly enough, he was at the same time declared by the Principal Sudr Ameen to be free from blame in the matter.

The mode of the recovery of the money is detailed by Colonel Pritchard† though with a trifling difference in the amount. It was obtained in the manner usual in such cases; viz. part found on search, and part given up by accused persons. The bulk of the property has not been found, and no clue to its disposal appears to have been obtained.

† Paras. 5 to 9.

4. But the most important part of the Chief Engineer's report is that which relates to the first and fourth points. These are examined and remarked on at length by Colonel Bell.

As regards the former, it appears that Captain Dobbie kept his cash account in a peculiar method, keeping separate books for the three separate departments under his charge, and the money for each tied up, in a separate bag. This plan as Colonel Bell truly remarks, made it necessary for him to have more cash in his hands than would otherwise have been required; and as matter of fact he had much more than was necessary. While his average monthly expenditure was only Rupees 1,574, and the maximum in any month only 2,590, the sum in his chest when he gave over charge to Captain Morgan was Rupees 4,415, or nearly three months average expenditure. For this state of things Captain Campbell is undoubtedly responsible as well as Captain Dobbie; since he took no pains whatever to ascertain that the funds applied for by the latter were really wanted. It may be noticed here, that Captain Morgan received charge of the office on the 29th October 1858, and that the robbery took place on the 20th November, or three weeks after.

5. On the fourth point, viz. whether the established rules for drawing funds were adhered to, the reply is equally unsatisfactory. These rules were habitually infringed on some of the most important points, and seem to have been totally disregarded or ignored. Money was credited in the books though not received; the cash in hand was kept in separate bags for the several objects, as above noticed, and separate books kept for each; cash was drawn once a

month only, instead of twice or three times, thus again increasing the amount in hand at one time. While Captain Dobbie is primarily blameable for these irregularities, that blame also must be shared by Captain Campbell, who did not once examine the contents of his cash chest, or, as it seems, his books either.

The Governor in Council is surprised to find Mr. Fraser defending Captain Dobbie's practice of bringing to account money which remained undrawn. Such a proceeding infringes the fundamental rule of accountancy that an account shall be a record of facts; and it falsifies both the Engineer's account and that of the Tahsildar with whom the undrawn money remains.

It does not appear whether, in acting as above described, Captain Dobbie only continued practices prevailing in the office when he took charge of it from Captain Morgan, or whether he introduced the practice; this should be explained.

6. In closing his remarks on this part of the subject, the Governor in Council would point out to the Chief Engineer this additional instance of the little regard heretofore paid by the officers of the department to the rules specially provided for their guidance in the matter of keeping accounts and drawing funds. He believes that improvement in this particular has been effected; but it is essential that Colonel Bell's watchfulness should not be relaxed. And this more particularly as not merely the Executive officer but even the District Engineer of Coimbatore is found to defend a practice directly at variance with the rules. The Government have recently expressed disapproval of the allowance of local practices at variance with the prescribed rules, and he desires to impress on Colonel Bell, and through him on all the members of the department the essential importance of unvarying exactness in this matter of accounts.

Progs. of Government dated 1st August 1859 No. 1845.

7. With regard to the exact mode in which the robbery was effected, the opinions of those on the spot are divided. The Joint Magistrate thinks that the chest had been inadvertently left unlocked on the evening of the event, and that Govindoo Ráz becoming aware of that fact planned the robbery to come off that very night. The only circumstance in favor of this hypothesis seems to be the supposition that a Chubb's cash chest could not be forcibly opened without destroying the lock; while various circumstances seem opposed to it, especially the fact that those of the robbers who made a free confession said nothing of the chest being unlocked, but stated on the contrary that they opened it by force with a hatchet. Captain Morgan totally repudiates the idea that he locked the chest so carelessly, and it seems an unlikely supposition. It is however of no very great importance. But the Governor in Council must notice with displeasure Captain Morgan's negligence in keeping the chest, with so large a sum of money, in a verandah enclosed with glass only; and he remarks that this was inconsistent with the statement made in his letter of the 22nd November reporting the robbery, that he took every precaution in his power, and that the chest was kept in his office*.

* Para 5.

8. The Government decline to accede to the Chief Engineer's recommendation that the amount of the loss should be written off to profit and loss. The rule followed in the public departments in England in cases of loss of or damage to public money or property, is that if the officers in charge have attended to the regulations prescribed for their guidance, and exercised proper care and diligence, they are exempted from responsibility; but that if they have neglected their duty, and that neglect has contributed to the loss, they are held responsible.

9. The Governor in Council considers this to be the only principle which can properly be acted upon in such cases. In the present case the responsibility is divided between three officers, Captains Dobbie, Morgan, and Campbell; the first, and apparently the second, for keeping their accounts in a mode opposed to the rules, which led to large balances being retained in the chest, and also for keeping the chest in an insecure place; and the third for neglecting his duty of seeing that the accounts were properly kept and the sums drawn not excessive. Before coming to any final decision however the Governor in Council resolves to call on the officers con-

cerned, through the Chief Engineer, for any explanation they may have to offer of their concern with the matter, and especially on the points above noticed.

10. On the 14th July the Chief Engineer forwarded to Government Captain Dobbie's resignation of his appointment in the Department of Public Works, but the Governor in Council declined to receive it, pending the receipt and disposal of the Chief Engineer's report on this robbery. He is now pleased to accept the resignation, and Captain Dobbie is hereby placed at the disposal of the Commander-in-Chief.

Order dated 20th July 1859 No. 1741.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 54. Read the following letter from Lieutenant-Colonel H. YULE, Secretary to the Government of India; to J. D. BOURDILLON, Esq., Secretary to Government of Madras, dated 30th July 1859, No. 5143.

I am directed to acknowledge the receipt of your letter No. 1660 dated 8th instant and to remark, in returning the enclosed statement, that it is presumed that the entry of the amount as a decrease, instead of an increase is a mistake.

No. 55. Ordered in consequence that the following letter be despatched.

From J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George; to Lieutenant-Colonel H. YULE, Secretary to the Government of India, P. W. D., dated 17th August 1859, No. 1973.

I am directed to return the statement which accompanied your letter of the 30th July 1859, and to explain that the entry therein is correct. The sum of Rupees 800 there exhibited is the salary allotted by the order of the 3rd May 1859 No. 1036, to Major Horsley, which* was afterwards saved on that officer being appointed Superintending Engineer.

* Vide proceedings 3rd May 1859, No. 1036.
To Government of India, 6th May „ „ 1070.
From do. 3rd June „ „ 3685.
Fort Saint George Gazette, 25th May 1859 page 1047.

No. 56. Read the following Proceedings of the Madras Government in the Military Department, dated 11th August 1859, No. 2863.

Double quarter near the European hospital at Cannanore and single quarter at Mulliapoorum to be erected for medical subordinates. Erection of the quarter for garrison hospital at Cannanore to be suspended. } (Vide Military Proceedings from 6th to 12th August 1859, Nos. 125-126.)

No. 57. ORDER THEREON, 17th August 1859, No. 1974.

Ordered to be communicated to the Chief Engineer for his information and guidance.

(Signed) W. C. SIM,
Actg. Dy. Secretary to Government.

No. 58. Read the following letters from Lieutenant-Colonel H. YULE, Secretary to the Government of India; to J. D. BOURDILLON, Esq., Secretary to the Government of Madras, dated Fort William, 18th July 1859, No. 4879.

His Excellency the Governor General in Council directs me to communicate the following instructions and observations in reference to the Public Works expenditure of the current year:—

2. The aggregate Budgets and estimates from the different Governments are so large, amounting (inclusive of the Railway Department and Electric Telegraph) to 4½ crores, that it is absolutely necessary to carry out a large reduction. This reduction the Governor General in Council has intimated must amount to at least one crore on the whole. The distribution of the sums entered in the Budget of Madras for the year may be roundly indicated as follows:

Part I.	2 lakhs.
,, II.	21 ,,
Repairs	29 ,,
Establishment	21 ,,
Works at present unestimated ...	4 ,,
Total......	77 lakhs.

3. It will be necessary to reduce the aggregate expenditure of the year by 10 lakhs.

4. In ordering this the Governor General in Council has not been insensible of the pains exhibited in the preparation of the Madras Budget to keep down expenditure on construction. But the items for Repairs and Establishment are very heavy, and with these the Government of Madras only can deal effectually. The Governor General in Council places the matter in the hands of that Government with confidence that every means will be taken to bring the expenditure within the indicated limit of 67 lakhs.

5. In doing so it will be obviously imprudent to make any reduction in the sum set apart for unforeseen expenditure, (4 lakhs.)

6. Another letter will follow entering into detail on such parts of the Budget as require specific orders.

No. 59. From Lieutenant-Colonel H. YULE, Secretary to the Government of India; to J. D. BOURDILLON, Esq., Secretary to the Government of Madras, dated Fort William, 30th July 1859, No. 5136.

In my letter No. 4879 of 18th instant, it was intimated that another would follow, containing more specific remarks by His Excellency the Governor General in Council on the contents of the Madras Budget for the current year, submitted with the letter from your office No. 2, dated 3rd January 1859. The following are the remarks which His Excellency in Council has now directed me to communicate:

2. The papers are prepared with the care and lucidity which has been so often commended in the Madras Budgets. It is observed, however, that the changes of form introduced in the "Classification Report," have not yet been followed.

3. No specific information is given as to the estimated amount of establishment for the year; but it is stated that in the year 1857-58, it reached a ratio of 40 per cent. on the outlay. Assuming the same ratio (though it may probably be in excess of the truth) for the present year, the cost of establishment will be 21 lakhs, and if there be added 4 lakhs besides for emergencies and unforeseen expenditure, the whole amount of the Budget will be about 77 lakhs.

4. It is stated that the establishment cannot be reduced to a lower scale; and that a reduction of expenditure is not necessarily accompanied by a proportional diminution in the expense of establishment; for a larger proportion of highly paid officers must be retained on the list, and

the area to be supervised is not diminished by a decrease of establishment. There is much truth in all this; still 40 per cent. appears, even under these circumstances, to be excessive, and is half as much again as the cost of establishment in any other Presidency.

5. Turning now to specific works, the Governor General in Council makes the following observations:

6. In reference to No. 2 of Statement I., it does not appear how the families at Bellary are at present accommodated. But assuming that there is no existing accommodation of a healthy character, the work is sanctioned. How much should be devoted to it this year must be decided by the Government of Madras, under the specific limitation enjoined in my letter above quoted.

7. The last remark must be held to apply generally to the sanctions given in the present communication.

8. The question of erecting Barracks at Vellore has been referred to the Military Department. But a few remarks on the plans are requisite, and may be made now.

9. The upper story of the Barracks is represented as absolutely without cross walls in a length of 500 feet. This is not a safe plan of construction; nor is it desirable in a sanitary point of view to mass so large a body of men in one continuous ward. Cross walls should be introduced at not greater distances than 70 or 80 ft. And if it be possible to break up this immense range into smaller blocks, with some free passage for air between them, it would be very desirable.

10. The general plan of the Barracks is a long range, with a wing at right angles to it, at each end, thus, I. This is perhaps inevitable from the restricted space; but it is obvious that if the main line is open to the prevailing wind, the wings will not be so.

11. The wings have cross walls in the upper story. But these are represented as pierced by elliptical arches of 18 feet span, leaving only two feet of wall on each side as an abutment. This is doubtless an oversight.

12. In the Hospital, it is observed that the width of the ward is only 18′ 6″, whilst that of the Barrack is 22 feet.

13. The Project No. 4, for the alteration and improvement of the Foot Artillery barracks at Bangalore, is sanctioned. But as regards the plans, I am to request that the attention of the Chief Engineer may be drawn to the following observations:

14. There is only a difference of Rupees 3,400 between the cost of the alteration of the old Barrack, and the cost of the new block. The former is left with a centre ward only 18 feet wide, giving an area of only about 54 square feet a man, though the cubical measurement will be about 1,150 c. feet per man. The floor, moreover, appears to be on the ground level, and the old foundations as represented do not look very satisfactory. It is suggested, therefore, that the old work be removed altogether, and an entirely new block erected, not less than 22 feet wide in the centre ward, and with the floor raised 3 feet from the ground.

15. The Solitary Cells appear to require improvement, they should be 16 or 17 feet high with ventilation at top. The Privies also appear capable of improvement; the plans show no arrangement for removal of soil. The attention of the Engineers may be called to the Bengal standard plan.

16. The object of the compound wall is not understood. It must surely be a great obstruction to the free access of air.

17. Projects 5 and 6 have been disposed of in the orders on the Hyderabad Budget.

18. The first project in the list of "Internal Improvements" is for diverting the Mopadevi channel to the town of Masulipatam, and constructing a branch to Wandapollium on a navigable arm of the Kistna.

19. An estimate amounting to Rupees 1,44,797 was sanctioned in April 1854, and was entered in No. 2 of the Budget of 1856-57 for a canal designed both for irrigation and naviga-

tion, from a little above Weyoor along the left bank of the Kistna to Mopadevi. It is now proposed to divert this, from a point 5 or 6 miles above Mopadevi to Masulipatam, with a branch from this new cut to Wandapollium, whence there is a navigable arm of the Kistna to the sea.

20. It is noticed that there is a difference of opinion between the Collector and the Engineers as to the value of the work. Doubts are entertained by the Collector whether it will be beneficial to the only three Government villages which it will affect, as much of the land is salt swamp. The Engineers say this can be reclaimed, (though the statement does not appear to be supported by any details), and the Chief Engineer anticipates a return of 54 per cent. on the outlay. Difference of opinion, moreover, exists as to whether the Zemindars who hold most of the land on the canal will be willing to pay for the water.

21. It appears to the Government of India, forming an opinion on the statements furnished, that more precise data should be obtained before a new project is undertaken which will involve an expenditure of a lakh and a half of Rupees, or more probably, if the cost of the third lock be taken into account, of nearly two lakhs. The Government of Madras most probably estimates the value of the work aright, but there is evidently a considerable difference of opinion among the district authorities. The question of reclamation of the salt swamp should be put forward on a clear footing.

22. As no expenditure is proposed for this year, these questions may be cleared up without incurring additional delay.

23. Nos. 15 and 16 are portions of the project for re-constructing the great military road from Masulipatam to the Nizam's frontier, the latter from Masulipatam to Ibrahimpatam, and the former from that place to the frontier.

24. An estimate for a canal from Masulipatam to Bezoarah was sanctioned in November 1856. About one-third of it has been executed at a cost of Rupees 88,228, and Rupees 50,000 is entered in Statement No. 2 for carrying it on this year. It was at first thought that this would supply the place of a road, but, at the suggestion of the late Court of Directors, a metalled road along one of its banks has been projected at a cost of Rupees 1,46,000. The Government of Madras, however, in February last, in urging the completion of the canal from Cocanada via Ellore to Bezoarah, said that, if it were sanctioned, the necessity for the proposed new road from Masulipatam to Ibrahimpatam would be done away. Though this as a final statement seems open to doubt, yet it is accepted as the present view of the Madras Government. And as the completion of the canal has lately been sanctioned by them, the road may be withdrawn from the present Budget.

25. For the road from Ibrahimpatam to the Nizam's frontier, the late Hon'ble Court sanctioned Rupees 55,832, which is apparently expended, and Rupees 44,170 is now entered for the current year, being the balance to make up the estimated sum, Rupees 1,00,002. This road is manifestly of great importance, and is sanctioned, subject to the general limitation of funds.

26. No. 18, for re-metalling a portion of the trunk road No. 6 in Chingleput, is, strictly speaking, a work of repair, and is important to the postal communication. It is sanctioned.

27. No. 23 is an estimate amounting to Rupees 74,200, of which it is proposed to expend 24,000 during the year, for repairing and improving the high road from north to south through the Madura district. Of the present wretched state of this road a strong picture is drawn. This is sanctioned.

28. No. 25 has been separately considered, and sanction has been refused.

29. No. 27 is a project for completing a road from Hullial to Sedasheogurh, Canara, Rupees 1,26,400. The reasons for recommending sanction to this work are many and good, and its importance in connexion with the new port of Sedasheogurh is fully appreciated by the Government of India. The work is sanctioned, subject to the general limitation, which it is feared may prevent commencement this year.

30. No. 28 is a project for completing the road from Calicut to Mandoor, on the trunk road to Palghatcherry. It is observed that $13\frac{1}{2}$ miles of the road, not commenced, lie between Calicut and Mullapoorum, and that a great object desired is the establishment of easy communication between these two places. It would seem from the map that the Railway might have been taken advantage of to a certain extent in accomplishing this object. If, however, any objections to this, unknown to the Government of India, should exist, the project proposed by the Government of Madras may be sanctioned, subject to the general limitation.

31. No. 29 a project for a cart-road from Parvattipoor to Jeypoor, must stand over till more favourable times.

32. Project No. 30 has been separately considered, and needs no remark here.

33. Sanctions to the actual commencement of any of these works will be reported as heretofore.

34. On Statement No. II little remark is required, except that the expenditure must be subject to the general limitation in funds. The Governor General in Council desires to acknowledge the general moderation of the proposals under this, as well as under Statement I.

35. In Statement II under the head "Accommodation for Troops," No. 31 is for the construction of 16 quarters, with out-houses, for Colour Sergeants in the old Dragoon Barracks at Bangalore. It is not usual to give more than a room in Barracks, or the usual family quarters, to *any* N. C. Officers but the Sergeant Major and the Quarter Master Sergeant. The estimate amounts to Rs. 23,750.

36. In reference to No. 163 "Miscellaneous," explanation is requested of the circumstances under which it has become necessary to dismantle the Cumbum Fort in Kurnool, at an expense of Rs. 5,690.

37. With regard to roads leading to the principal Railway stations generally, the Government of India will be glad if the funds at the disposal of the Madras Government will admit of their construction, and of those on the S. W. line in particular.

38. The proposed expenditure on repairs is heavy, and considerably in excess of any preceding year. The Government of Madras will judge how far this can be dealt with, in relation to the limitation of funds.

39. The sum of four lakhs asked for petty and unforeseen works is sanctioned (see my letter No. 4879 of the 18th instant, para. 5.)

No. 60. ORDER THEREON, 18th August 1859, No. 1975.

These papers will be communicated to the Chief Engineer with the request that he will report to Government without avoidable delay, what works he would propose to undertake in the current year out of those included in statements 1 and 2 of the Budget, and the amount to be expended on each during the year.

2. Colonel Bell will observe that the whole expenditure of all kinds, including establishments, is not to exceed 67 lacs; and he will not fail to take due account of the works recently ordered though not in the Budget, as well as of the heavy outlay for repairs incurred in Tanjore and Trichinopoly. It will be necessary that he should watch the expenditure month by month, with the view both of preventing the fixed total being exceeded, and also of re-distributing the funds from time to time, if it shall appear that a larger expenditure is needed in some districts or on some works, and less on others, than may have been at first anticipated.

3. The monthly statement O. submitted by the District Engineer will enable the Chief Engineer to exercise this check without difficulty. He will be careful to submit statement P.

punctually to Government for their information; and in order to this it will be necessary that he should insist on the punctual submission of statement O. by the District Engineers. It is observed that the latest statement P. in the Government office is for March, which was received only on the 29th July. This delay is quite unnecessary and the Chief Engineer is requested to take the necessary means to submit the statement at latest within the month following that to which it refers. This statement also and every other statement submitted to Government should invariably be totalled.

4. Three and a half months of the year having already passed, it is desirable that no delay should take place in now allotting the expenditure.

5. It will be pointed out to the Government of India that they have over estimated the cost of the Public Works establishments of this Presidency by about four lacks of Rupees.

6. The attention of the Chief Engineer will also be requested to the remarks of the Government of India in their letter of the 30th July, on particular projects contained in the Budget.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 61. Read the following Official Memorandum from G. L. PRENDERGAST, Esq., Accountant General; to J. D. BOURDILLON, Esq., Secretary to Government, dated 6th August 1859, No. 1[illegible]8.

1. With reference to the Memorandum from the Secretary to Government, dated 4th instant, the Accountant General has the honor to inform him that the actual expenditure incurred on account of salaries, establishment and contingencies of the Public Works Department during the year 1858-59, amounts to Rupees 16,98,597-9-7. This sum includes the travelling allowances of officers and establishment.

2. In the margin is also shewn the amount estimated on the above account in the prospective regular and anticipation sketch estimates for 1858-59 and 1859-60.

	Rupees.
Prospective estimate for 1858-59	18,16,000
Regular do. for do.	17,38,600
Anticipation sketch estimate for 1859-60.	17,00,000

No. 62. Ordered in consequence that the following letter be despatched.

From J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George; to Lieutenant-Colonel H. YULE, Secretary to the Government of India, P. W. D., dated 18th August 1859, No. 1976.

I have the honor to acknowledge your letter of July 18th No. 4879.

2. In the statement given in para. 2 of the proposed expenditure in this Presidency on Public Works in the current year, the cost of establishment is set down at twenty one lacks. I am directed to point out that this is an over-statement. The detailed estimate given in Colonel Faber's letter of the 16th March 1859 No. 8672, transmitted with mine of the 24th idem No. 690, gave the probable expenditure on establishments at Rupees 16,90,180 including travelling allowance and contingencies; and this estimate is corroborated by a memorandums now received from the Accountant General, stating that the actual charges in 1858-59, including all items, amounted to Rupees 16,98,598. It appears then that the establishment charges are in fact four lacks below the amount stated in your letter.

No. 63. Read the following Proceedings of the Madras Government in the Financial Railway Department, dated 1st August 1859, No. 410.

Communicating a letter from the Consulting Engineer for Railways, on the subject of introducing tolls on trunk roads. } (Vide Financial Railway Proceedings from 30th July to 5th August 1859, Nos. 3-4.)

No. 64. ORDER THEREON, 18th August 1859, No. 1977.

The Government learn from this letter that they misunderstood Captain Johnston's proposal that a toll should be levied on the western trunk road, in supposing it to be intended to force traffic on to the railway.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 65. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of Central Office; to J. D. BOURDILLON, Esq., Secretary to Government, dated 13th August 1859, No. 3811.

1 Letter from the Sub Collector of Salem No. 128, dated 16th July 1859. (To be returned.)

With reference to Extract Minutes Consultation, No. 786, dated 2nd April 1859, wishing to be informed whether an additional writer said to have been necessary for the preparation of the irrigation register of the Salem District, has already been entertained, and if so, under what authority such an expense was incurred without the previous sanction of Government, I have the honor to inform you, that the additional writer asked for by the Collector has not as yet been employed for the purpose in question.

2. The rough copies of the register are now being prepared by one of the clerks of the Collector's office, and as the services of the Javabneviss, who is also the translator cannot be spared for preparing the same which are voluminous, I beg that Government will be pleased to accord, under the above explanation, their sanction for the entertainment of the additional writer for the period applied for, viz., six months at Rupees (14) fourteen per mensem.

No. 66. ORDER THEREON, 18th August 1859, No. 1978.

Under the circumstances represented the Honorable the Governor in Council sanctions the employment of a temporary writer by the Collector of Salem for six months on a salary of 14 Rupees per month for the purpose of preparing the irrigation registers.

2. It is observed that the Collector's answer to the Cheif Engineer's letter of the 5th April, is dated 16th July; and this letter though received in the Central office on the 22nd idem, is sent up to Government on the 13th of August. In both cases there seems to have been unnecessary delay, more especially on the part of the Collector.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 67. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of Central Office of P. W; to J. D. BOURDILLON, Esq., Secretary to Government, dated 6th August 1859, No. 3551.

I have the honor to forward, for submission to Government, an estimate amounting to Rupees (8,520) eight thousand, five hundred and twenty, for repairing platforms of the saltpans in the district of Madura.

2. The estimate was framed at the request of the Collector, who has countersigned it in token of approval; it comprises both repairs to the existing pans, and enlargements required by the Collector's department.

3. The accompanying estimate has been examined in this office, and I beg, therefore, to request Government will be pleased to sanction the amount, viz., Rupees (8,520,) eight thousand, five hundred and twenty, for immediate execution.

No. 68. ORDER THEREON, 18th August 1859, No. 1979.

The estimate submitted with this letter is sanctioned for immediate execution.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 69. Read Indent on the Principal Commissary of Ordnance by the Acting Assistant to the Chief Engineer, dated the 29th ultimo for certain civil stores of the value of Rupees (112-9-7) one hundred and twelve, annas nine and pice seven.

ORDER THEREON, 18th August 1859, No. 1980.

Sanctioned.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 70. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of Central Office; to J. D. BOURDILLON, Esq., Secretary to Government, dated 3rd August 1859, No. 3399.

1 Letter from the District Engineer, Nellore, No. 1506, dated 11th July 1859, with 1 enclosure.
1 Abstract estimate.
1 Plan.

I have the honor to submit for the sanction of Government, a plan and estimate for Rupees (610) six hundred and ten, for constructing an additional calingulah at the north-east end of the Mihmaloor large, tank in the Nellore district.

2. The present calingulah at the west end of the tank, has proved to be insufficient to prevent the water in the tank rising to a dangerous level, as last year there was a flow of eight feet water above the calingulah, and the damage sustained by breaches is estimated at not less than 2,500 Rupees. Besides this, it is stated that the bed of the tank has silted up to a level of six or eight feet above the country in rear of it, and when breaches occur, the rush of water is so great, that the Dorenal road and the fields below it are injured to a considerable extent, which renders their repair very expensive. The necessity for constructing another calingulah, to provide for an additional vent for surplus water, will, therefore, be clearly seen, while the Collector also, to whom the estimate was sent for countersignature, fully approves of the same.

3. Under these circumstances, I beg to recommend the above estimate, which has undergone the necessary examination in this office, for the early sanction of Government, the same to be executed out of the funds allotted for repairs in the district.

No. 71. ORDER THEREON, 18th August 1859, No. 1981.

The estimate is sanctioned for immediate execution out of the general funds available for the district.

2. The Chief Engineer will be pleased to consider, however, whether the length of the proposed calingula, only sixty feet, is sufficient for the object; and whether it might not be better to give a much greater length of high level calingula and to raise at the same time the body of the old one. Many of the old calingulas are so low as to be very difficult to close, and so water is wasted; the present seems to be a case of that kind. Should Colonel Bell consider an alteration in the design to be expedient, he will authorize it, reporting the fact.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 72. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 10th March 1859, No. 8455.

I have the honor to forward, with reference to Extract Minutes of Consultation No. 359, under date the 9th February last, the letter from Captain Campbell, Special Executive Engineer at Jackatalla, No. 262, dated 7th January 1859, and the order passed upon it, No. 7074, dated 17th idem, with the previous correspondence on the subject as noted in the margin.

20 Original letters with 17 enclosures.

General No.				
3041	From District Engineer, Coimbatore,	dated 30th	June 1858,	No 74.
	To do. do.	dated 6th	July 1858,	No. 1708.
4172	From do. do.	dated 22nd	July 1858,	No. 83.
	To do. do.	dated 29th	July 1858,	No. 2307.
	To do. do	dated 10th	Decr. 1858,	No. 6 90.
12207	From Executive Engineer, Jackatalla,	dated 7th	Jany. 1859,	No. 262.

2. The letter from the Accountant General, dated the 22nd October last, No. 1360, and mine to his address, dated the 18th January No. 7124, are also herewith submitted for the information of Government, together with the letters from the district Engineers of Nellore, Chingleput and Cuddapah, and the Collector of Masulipatam, which formed the subject of that communication.

3. With reference to paragraph 2 of Extract Minutes of Consultation under acknowledgment, I have the honor to forward the letter* and the estimate from the district Engineer of Bellary, and my order No. 7141, with the previous correspondence which has taken place on the subject of want of funds to meet the cost of the extensive repairs on account of the damage which the works of irrigation have sustained during the last monsoon. It will be observed that this office was, as stated in my letter of the 26th ultimo, No. 8170, in correspondence with the district Engineer from October last, and called for detailed information as to the nature and extent of the damage which the works in the Muddugseirah and other talooks has suffered; but the district Engineer, although he required funds very greatly in excess of that allowed in the Budget for the current year, and although he was distinctly informed that there was no restriction as to expenditure on repairs, and that all depended on the information which he was required to supply, made no diligence whatever to comply with the instruction, and on the contrary, submitted with his letter, dated the 3rd January, an estimate for the Naranapoor tank in another talook, the Hurpenhully, amounting to Rupees 2,100, the assessment being Rupees 637; without the slightest explana-

* No. 307, dated 3rd January 1859.

Genl. No.					
7820	From Dist. Engr., Bellary,	dated 2nd	October 1858,	No.	175.
7824	From do.	dated 2nd	do. ,,	No.	178.
	To do.	dated 25th	do. ,,	No.	4834
9055	From do.	of 29th	do. ,,	No.	215.
	To do.	,, 13th	Novr. ,,	No.	5383.
10302	From do.	,, 23rd	,, ,,	No.	246.
	To do.	,, 13th	Decr. ,,	No.	6247.
11666	From do.	,, 23rd	do ,,	,,	291.
	To do.	,, 6th	Jany. 1859	,,	6783.
11909	From do.	,, 3rd	do.	,,	307.
	To do.	,, 18th	do	,	7141
12956	From Collector, Bellary	,, 21st	do.	,,	1.
	To do.	,, 5th,	February	,,	7644.

tion whether it was one of the tanks which breached during the last rains or one neglected for years; or whether the estimate provided for simple repairs or for improvements also. It was, therefore, deemed advisable to return the estimate with reference to the Officiating Chief Engineer's order No. 6247, dated the 13th December 1858, and in doing so, he was purposely reminded that no funds were available, that it may serve as an inducement to that officer to furnish the requisite detailed information. If the same were furnished, it would certainly have been seen whether the Naranapoor tank was one of those that suffered, and the cause for such extensive repair as that proposed. But the district Engineer adopted a different course and moved the Collector to write to this office for funds, and as it was not to be doubted that the monsoon had in some measure affected the efficiency of the irrigation works in Bellary, and additional funds were absolutely required to repair the damages, the sanction granted to estimates for repair of irrigation works having up to November last, amounted to not less a sum than 1,13,424, while that allowed in the Budget was only Rupees 72,200. I had no other alternative but to submit the Collector's letter of the 21st Januaay last, with mine of the 9th ultimo No. 7736, but which have called forth the severe censure of Government, recorded in Extract Minutes of Consultation No. 380, dated the 14th ultimo. It will be observed that I did not expect, as supposed by Government, that funds would be granted on the loose and careless way, in which the application was made, but that I made the application on the presumed urgency of the case, because for a long time I had failed to obtain the detailed information which would satisfy Government. It will, moreover, be observed, that in consequence of my disappointment in that respect, I thought proper in No. 7644, dated the 5th February, to request the Collector of Bellary to use his best efforts to himself place his works of irrigation in such an effective state of repair, as will enable the tanks and channels to hold a full supply during the next monsoon, and that I should not have supported the application for funds with my recommendation, if I had not in the mean time placed the works under the Collector, to be carried out if emergent, under the existing rules.

The previous correspondence which has passed, ought to have been laid before Government, with my letter of the 9th ultimo, above referred to, and had this been done, there would have been no ground for the censure passed by Government, but I regret exceedingly that there was an omission in this respect on the part of the Central office.

No. 73. ORDER THEREON, 18th August 1859, No. 1982.

Ordered to be recorded, and the enclosures to be returned to the Chief Engineer.

(Signed) W. C. SIM,

Ag. Dy. Secretary to Government.

No. 74. Proceedings of the Madras Government, dated 18th August 1859, No. 1983.

Ordered that the packing account of Public Work stores shipped on the "Burlington" and dated 11th July 1859, be sent to the Superintendent of Marine, and that he be requested on the arrival of the stores to make them over with the packing account to the Chief Engineer; who after the stores shall have been landed and examined, will return the packing account to the Secretary to Government in the Public Works Department for retransmission to the Home Government.

2. This Government are not informed of the Indent on which these stores are supplied but they believe that they are for the Bezoarah workshop and are in part compliance with the Chief Engineer's Indent of the 2nd June 1858. Colonel Bell will make enquiries on this point; and if he shall then be of the same opinion, he will make the necessary arrangements for the disposal of the stores accordingly.

(Signed) J. D. BOURDILLON,

Secretary to Government.

No. 75. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of Central Office; to J. D. BOURDILLON, Esq., Secretary to Government, dated 2nd August 1859, No. 3336.

Referring to the Proceedings of Government, dated 7th May last, No. 1086, I have the honor to forward herewith a letter* received from the district Engineer of Ganjam, reporting the completion of the Nagaricuttum head sluice on the 8th instant.

* 1 Letter from district Engineer, Ganjam, dated 11th July 1859, No. 98.

2. Captain Harington reports, that he inspected the work and channel on the 9th, and that he is of opinion that, but for the seasonable supply of river water which the above work has been the means of furnishing, cultivation would have greatly suffered.

3. The subordinates who superintended the work are reported to be Sub-Engineer Colquhoun and Assistant Overseer Ramiah, to whose efficiency the district Engineer bears testimony, and whose exertions justly merit commendation.

4. Captain Harington adds, that he has inspected the extensive fields under the Poorsuthpoor channel, which are thoroughly irrigated and in full cultivation; that the new head sanctioned by Government on the 2nd September 1858, has been cut; and the head sluice sanctioned on the 4th November 1858 built, the former in November and the latter in March last, and that, but for these improvements, it would have been most difficult to supply any water to the lands which have now benefited by them.

No. 76. ORDER THEREON, 19th August 1859, No. 1984.

The Governor in Council is gratified to learn that this head sluice sanctioned on the 7th May last has been completed and brought into use. This promptitude is highly creditable to all concerned; to Captain Harington not less than to the subordinate officers whom he names.

2. The rapid execution of the work to the Poorsuthpoor channel is also very creditable to the Engineer department in Ganjam district.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 77. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 29th July 1859, No. 3251.

In the orders of Government quoted in the margin, explanation is required on two points connected with the fall of a portion of the temporary barracks at Vizagapatam.

31st May 1859, No. 1315.
11th June 1859, No. 1442.
16th June 1859, No. 1481.

1st. Who is responsible for constructing the barracks in the unsubstantial style described by the District Engineer.

2nd. A full report of the circumstances connected with the fall of the barracks in question.

2. With reference to the above orders, I have the honor to forward herewith three original letters from the Acting District Engineer, Lieutenant Vertue, supplying the explanation required by Government, from which it appears that a rough estimate of Rupees (1,000) one thousand, was originally prepared in the office of the Acting District Engineer at the request of the Deputy Assistant Adjutant General, and was sanctioned by Government in the Extract from their Proceedings No. 701, under

1 Letter from Acting District Engineer, Vizagapatam, dated 17th June 1859, No. 162.
1 do. 29th June No. 227.
1 do. 18th July No. 281.

date the 16th April 1858. No plan accompanied this estimate, but it would seem that one was subsequently prepared by Mr. Overseer Hudson, and approved by the Acting District Engineer, but was not forwarded to this office for sanction.

3. The responsibility, therefore, as respects the method of construction undoubtedly rests with Lieutenant Vertue. The only error, however, which appears to have been made was, in using clay instead of chunam in the construction of the pillars which supported the main roof, and the reason why he did so is explained in the last paragraph of his letter of the 18th July No. 281, viz. "that it was currently rumoured that the detachment of Her Majesty's 69th Regiment, for whom the barracks were originally intended, would proceed to Burmah after the close of the hot season, and that the buildings to shelter them need, therefore, be of but the simplest and most inexpensive construction."

4. It is very doubtful, considering the exposed position of the buildings, and the very great force of the wind during the two consecutive gales, as described in paragraph 5 of the Acting district Engineer's letter of the 29th June 1859, No. 227, whether they would have escaped injury, even if the pillars had been built of brick in chunam. The pressure upon the great surface of the roof was too much for any pillars to stand, and the only chance of securing the building against accident would have been to have used palmira posts, formed of the lower half of the tree, and to have had these well braced together and secured on top with ties, a method of construction, the Acting district Engineer has since adopted in preference to brick in chunam pillars.

5. In this letter of the 29th June 1859, No. 227, the Acting district Engineer enters fully into the circumstances connected with the fall of the barracks, and when it is considered that several pucka buildings in the town of Vizagapatam, where the gale could have fallen but lightly, as compared with the locality of the barracks, were levelled with the ground; that many very large trees were torn up by the roots and branches severed from them, it is not to be wondered at that temporary buildings, such as the barracks in question, should have suffered.

6. In the last paragraph of his letter of the 17th June 1859, No. 162, the Acting district Engineer reports that the buildings now in progress, of which one was then finished, and another nearly so, are most roomy and comfortable, very cool, and free from glare. It was expected that all would be completed in a month.

No. 78. ORDER THEREON, 19th August 1859, No. 1985.

In this letter the Chief Engineer reports on the causes of the fall of the temporary barracks at Waltair, and the officer responsible for the accident.

2. The wind is stated to have been so strong that even substantial houses were levelled, and in less exposed situations. The immediate cause of the accident, however, appears certainly to have been that the supporting pillars were built by the Acting district Engineer of brick in mud, instead of jungle wood posts as in his estimate, brick in chunam pillars as they might have been, or palmyra posts which are now being used. The Governor in Council must regard Lieutenant Vertue, therefore, the Acting district Engineer, as responsible for the accident. In defence of the use of brick in mud for the pillars, that officer alleges a report current at the time, that the building would only be wanted for one hot season. The Governor in Council can only regret the error of judgment, and hopes that the result of it will be a caution to Lieutenant Vertue for the future.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 79. Read the following.

No. 3552.

List of Bill of the Godavery Division submitted for the sanction of Government, which exceeds its estimate by more than 5 per cent.

Audit No.	Date of Bill.	Description of Work.	Amount of Estimate.	Amount of Bill.			Excess.			Per centage of Excess.	The year to which the expenditure appertains.	Remarks.
			Rs.	Rs.	A.	P.	Rs.	A.	P.			
824	1858. Augt. 23	Clearing the Geddada channel up to Chinadum in Nagarum talook....	240	273	7	10	33	7	10	$13\frac{15}{16}$	1858-59.	The District Engineer states that a small portion of fresh earthwork was damagad by the first heavy rain which rendered it necessary to execute some additional work.

Central Office of P. W., Fort Saint George, 6th August 1859.

(Signed) E. LAWFORD, Lieut.-Colonel, *Dy. Ch. Engineer, Central Circle, in charge Central Office of P. W.*

No. 80. ORDER THEREON, 19th August 1859, No. 1986.

The bill is sanctioned.

(Signed) J. D. BOURDILLON, *Secretary to Government.*

No. 81. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 29th July 1859, No. 3208.

I have the honor to forward for submission to Government, with reference to paragraph 8 of my letter, dated 13th Instant, the accompanying letters from the District Engineer of South Arcot, and the Civil Architect, representing the inadequacy of travelling allowance granted to Sub-Overseers on their establishments.

1 Letter from the District Engineer, South Arcot.
1 Extract of a letter from Civil Architect.
From District Engineer, South Arcot, dated 29th June 1859. No. 50.
From Civil Architect, dated 5th July 1858, submitted to Government with despatch No. 2702, dated 3rd July 1859.
In Notification of January 27th 1857
Bengal P. W. Code, chap. XV. Sec. 3 paragraph 3.
Chief Engr's Circular No. CXXXVI. paragraph 3.

2. The rules for travelling allowances to Sub-Overseers appear to be founded on the practice in Bengal, and on the supposition that Sub-Overseers and Sub-Surveyors are ordinarily employed in the supervision of some particular works at a fixed station, but when employed on extra duties at a distance from their head quarters, which render necessary that they should travel often to the distance of 10 miles and upwards in one day, it is ruled that; they shall receive a travelling allowance of Rupees $7\frac{1}{2}$ per mensem, if provided with shelter at Government expense, if not, that they shall receive a travelling allowance of 15 Rupees per mensem, and for journeys exceeding 20 miles per diem, that they shall be allowed one anna per mile for the whole distance travelled.

3. It may be the practice in Bengal to employ Sub-Overseers ordinarily on some particular works at a fixed station, and when detached on special duties, the travelling allowance provided by the rules may be sufficient for the nature and extent of duties required of them; but in Madras, in consequence of the number of upper subordinates being small, it has been found necessary to place many of the Sub-Overseers in charge of talooks. A subordinate placed in charge of a talook has to supervise all the works of irrigation, buildings and roads dispersed throughout its limits, and to inspect works in progress of execution, and in prepairing estimates for new works and repairs. The duties are important, and to perform them efficiently, constant travelling is indispensible. But the travelling allowance granted to Sub-Overseers is so small, that, when placed in charge of talooks, either the duties of supervision must be left in part unperformed, or if the responsibility of the charge induce a Sub-Overseer to perform it efficiently, it must be at great sacrifice of expense and personal convenience.

4. The District Engineer of South Arcot makes in the accompanying letter a comparison between the duties of Bengal and Madras upper and lower subordinates, and shows that, what is confided to upper subordinates in that presidency, is here entrusted to members of the lower subordinate establishment, whose duties in many cases are more important, and onerous than the mere charge of trunk roads, and require more travelling, and of a nature attended with difficulty and expense.

5. The District Engineer brings forward one instance. He states that Sub-Overseer Thompson had last year charge of the Kalikurchi talook, also of 38 miles of trunk road passing through it, the formation of a new road through the jungle near the Salem frontier, and the repair of 24 detached works of irrigation, that he measured all the works, kept all the accounts, and made all the payments himself, that his pay was 35 Rupees, and as he could not draw more than 15 Rupees travelling allowance, his entire receipt did not exceed 50 Rupees, and he submits that he is entitled to more travelling allowance than an Overseer in charge of only 45 miles of a made road.

6. The Civil Architect represents in the letter herewith submitted, that not having more than one member of the upper subordinate establishment attached to his office, he is obliged to employ Sub-Overseers to perform duties which require them to keep a bandy and a horse, and he records his opinion that the travelling allowance of 15 Rupees per mensem is insufficient at Madras, for the maintenance of a wheeled conveyance. He recommends, therefore, that travelling allowance at 30 Rupees per mensem may be allowed to Sub-Overseers, as the smallest amount which will make them thoroughly efficient.

7. It appears to me that the present rates of travelling allowance of a Sub-Overseer entrusted with the supervision of all the works in a talook are too small to cover the expenses of constant travelling, and I am of opinion, that it is unequal to the nature of the duties required of them, and ought to be increased, if their services are expected to be efficient, and I recommend that a reference may be made to the Government of India for information, as to what the provisions are to subordinates of similar charge, in order that should Sub-Overseers entrusted with duties of so important a nature, appear not to be adequately provided at this presidency, a more liberal allowance may be granted them to cover their expenses of travelling.

8. With regard to the Sub-Overseers at the presidency, a similar reference appears advisable; and it should be borne in mind that at Madras, the distances between the public buildings very much exceed those of Calcutta.

9. Considering this circumstance of distance, in which there is so great a general difference between Bengal and Madras, as it respects the Public Works of each presidency, I am of opinion that 30 Rupees per mensem should be allowed for travelling to the Sub-Overseers at the presidency, and to all those in the provinces who have charge of talooks or any portions of territory or road that may be deemed equivalent to talooks. They will then still be below Assistant Overseers who draw $1\frac{1}{2}$ Rupees per diem.

10. It does not appear advisable to convert the travelling into a fixed allowance.

No. 82. ORDER THEREON, 19th August 1859, No. 1987.

As respects Sub-Overseers in the districts, the Governor in Council fully agrees with the Chief Engineer that fifteen Rupees a month is too little for their travelling expenses under the circumstances represented by Captain Foord. A Sub-Overseer so situated may properly be regarded as in the position of an upper subordinate as he does in fact the duty of that grade. The Governor in Council accordingly approves and confirms Colonel. Bell's recommendation, that a Sub-Overseer in charge of a Táluq, or of a portion of road or territory equivalent to a Táluq, shall receive travelling allowance at the rate of 30 Rupees a month. This allowance shall be drawn under the ordinary departmental rules for travelling allowance; and it shall not be drawn for any division not actually a Táluq, without the Chief Engineer's previous special approval.

2. The case of Sub-Overseers at the Presidency is quite different. There also when employed as described by Captain Hitchens they may be regarded as doing duty properly belonging to Overseers or Assistant Overseers, and may be allowed to draw travelling allowance at the same rate. But they never have occasion to sleep away from their homes or to keep servants for marching; their sole expense is for locomotion. The Governor in Council believes that fifteen Rupees a month, being the single horse allowance of an upper subordinate, is quite sufficient to cover all the really necessary charges of travelling on duty of such persons, and he declines to sanction a higher rate. He directs also that Sub-Overseers at the Presidency shall not receive this allowance except such as are really employed in superintending a number of works, and only on the authority of the Chief Engineer.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 83. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 27th July 1859, No. 3177.

28th April 1859, No. 982.

1 Letter from the District Engineer, Nellore, No. 1326, dated 22nd June 1859.
1 do. from do. No 1507, dated 11th July 1859
1 Specification estimate.
1 Abstract estimate and 3 plans.

Adverting to the orders marginally quoted, I have the honor to forward for submission to Government, an estimate amounting to Rupees (1,12,500) one lac, twelve thousand and five hundred, for restoring the Pennair annicut at Nellore, accompanied by a specification and section of the proposed work.

2. The plan and estimate have been prepared in communication with Colonel A. Cotton, and are fully approved by that officer.

3. The rates allowed in the estimate which are considerably higher than those hitherto paid, have been adjusted in accordance with the actual requirements of the present time, and it is believed that they are as moderate as is consistent with efficiency and security. A very considerable addition to the estimate has been made to provide for encreased thickness in the rear apron. This was determined upon after due deliberation, when Colonel Cotton's first section was reconsidered.

4. The amount required for disbursement in the current year, is Rupees 80,000, leaving Rupees 32,500 for expenditure in 1860-61.

5. It is still doubtful, whether the full extent of work proposed to be performed this year can be completed before the rains, but the District Engineer has been distinctly warned* not to attempt more than he can safely accomplish, and although there may be some delay in carrying out the work, there is no

* 10th June 1859, No 1504.

reasonable ground for anticipating disaster. All available means and appliances for facilitating the operations have been afforded, and the amount of labour obtained by the present rates is very much greater than it has been hitherto.

6. I beg to recommend the estimate for the sanction of Government.

No. 84. ORDER THEREON, 19th August 1859, No. 1988.

The Governor in Council sanctions the estimate submitted with this letter, amounting to 1,12,500 Rupees for restoring the annicut across the Pennair river at Nellore, and authorizes the Collector of Nellore to place the sum of 80,000 Rupees at the disposal of the District Engineer, for disbursement on the work in the official year 1859-60, leaving the balance of 32,500 Rupees for expenditure in 1860-61. The 80,000 Rupees above mentioned includes the 28,000 Rupees granted for this year's expenditure in the order of April 28th 1859 No. 982.

2. With reference to para. 5 of his letter, the Government rely on the Chief Engineer to watch the progress of the work, and to see that it is prosecuted with both vigor and judgment, so as to reduce the risk of disaster to a minimum.

3. Ordered that this proceeding be reported for the approval of the Government of India.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 85. Ordered in consequence that the following letter be despatched.

From J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George; to Lieutenant-Colonel H. YULE, Secretary to the Government of India, P. W. D., dated 19th August 1859, No. 1989.

With reference to my letter dated 14th May 1859, No. 1159, forwarding papers containing detailed information respecting the damage done to the Pennair annicut by the freshes of October 1858, and the means adopted to repair it, I am directed to report for the approval of the Government of India, that this Government have now sanctioned an estimate of 1,12,500 Rupees for the restoration of the work, and have authorized an expenditure of 80,000 Rupees on it in the current official year, including the 28,000 Rupees granted in their order of the 28th April No. 984.

2. The plan and estimate have been prepared in communication with Colonel A. T. Cotton, who visited the work some months ago as noticed in my former letter, and proposed the measures of repair of which the detailed estimates have now been sanctioned. This Government have informed the Chief Engineer that they rely on him to watch the progress of the work, and to see that it is prosecuted with both vigor and judgment, so as to reduce the risk of disaster to a minimum.

3. The present letters of the Chief and District Engineers are herewith forwarded for the information of the Government of India, together with the plan, estimate, and specification of the work. Para. 3 of Colonel Bell's letter explains why the present estimate is so much higher than there was reason to expect at the date of my former letter. The great rise in the value of labour of all descriptions is one of the most striking features in the present social condition of this Presidency. It necessarily increases the cost of public works; but the Governor in Council regards it, nevertheless, as a source of gratification, indicating as it certainly does a state of advancing prosperity among the people.

No. 86. Read the following Proceedings of the Board of Revenue, dated 13th August 1859, No. 3174.

Read the following letter from W. KNOX, Esq., Collector of Masulipatam, to J. D. SIM, Esq., Secretary to the Board of Revenue, Fort Saint George; dated Masulipatam, 8th August 1859, No. 139.

1. I have the honor to report for the information of the Board, that there was an extraordinary fresh of the Kistna towards the end of last month.

2. The river rose from 22 feet 6 inches on the 22d to 28 feet 3 inches on the 25th and thence gradually to 37 feet 4 inches on the 30th July; which is one of the highest freshes on record excepting that of 1853, which was 37 feet 10½ inches. On the 4th instant, the fresh subsided to 30 feet 4 inches and is still subsiding.

3. Two villages of the Bezoarah talook, not far from the town of Bezoarah, and lying between the river's edge and the embankment, were surrounded by the freshes, which flowed 3 or 3½ feet within the houses. The men and cattle were all saved in time by the prompt exertions of the Tahsildar. The country to the south of the annicuts was secure from the floods, in fact, the ryots in the Delta scarcely knew that there was a high fresh in the river.

4. The flood swept over the whole talook of Devi and breached some of the tanks. But the majority of them have received and retained a full supply of water for this season.

5. The river embankment was breached in two or three places in the Salapully estate, and flooded some of the Zemindars' villages.

6. The freshes extended to the town of Masulipatam which was quite surrounded by them.

7. I have not heard of any serious damages having been sustained any where, in consequence of the fresh.

Submitted for the information of Government.

(A true Extract.)

(Signed) J. D. SIM, *Secretary.*

No. 87. ORDER THEREON, 18th August 1859, No. 1990.

The enclosed report will be communicated for the information of the Chief Engineer; with the intimation that Government will be glad to receive any further information respecting the extraordinary fresh in the Kistnah therein noticed, of which he may be in possession.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 88. Read the following Proceedings of the Madras Government in the Public Department, dated 16th August 1859, No. 1261.

Sanctioning the construction of a temporary slaughter house at Ootacamund at a cost of Rupees 129 and ordering the Magistrate not to take any more measures for the improvement of the Bazar and Cantonment pending further orders but to confine himself to works of emergent nature. (Vide Public Proceedings from 13th to 19th August 1859, Nos. 24-25.)

No. 89. ORDER THEREON, 19th August 1859, No. 1991.

Communicated to the Chief Engineer and Board of Revenue.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 90. Read the following Proceedings of the Madras Government in the Ecclesiastical Department, dated 16th August 1859, No. 282.

Sanctioning the estimate of Rupees 1,000 for erecting a gateway and enclosing with Iron rails a portion of the compound of St. Mathias' church in Vepery, to be executed out of the general funds at the disposal of the Civil Architect. (Vide Ecclesiastical Proceedings from 13th to 19th August 1859, Nos. 7-8.)

No. 91. ORDER THEREON, 19th August 1859, No. 1992.

Ordered that the foregoing Proceedings be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 92. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Centre Circle, in charge Central Office; to J. D. BOURDILLON, Esq., Secretary to Government, dated 2nd August 1859, No. 3337.

Referring to paragraph 6 of my letter of the 7th ultimo, No. 2503, and the Proceedings of Government of the 11th idem, No. 1677, I have the honor to forward herewith a letter,* received from the acting district Engineer of Ganjam, intimating that when the Chicacole and Calingapatam road is completed, the present annual maintenance allowance of Rupees 190-10-0 per mile, will be sufficient to keep it in perfect order.

*1 Letter from district Engineer Ganjam, dated 15th July 1859, No. 112.

2. In further proof of the great benefits expected to accrue from the completion of the, above line of communication, Captain Harington brings to notice that there are at present seven European vessels at Calingapatam, which are to take in 46,100 bags of rice and oil seeds, on which Rupees 11,245, export duty will be realized, and that two English and two French vessels are expected in the present month, the former of which will take in 32,500 bags, on which an export duty of Rupees 8,125 will be levied. He states further that the sale of salt at the Umeravilly pans, most of which has been carried on this road, has amounted to Rupees 1,44,926, from 1st July 1858 to 30th June 1859, and to Rupees 14,688, from 1st to 14th instant.

3. The acting district Engineer at the time of writing the letter herewith forwarded, was evidently not aware that the restriction on the estimate for the abovementioned road had been removed by the Proceedings of Government, dated 11th instant, which have been duly communicated to him.

No. 93. ORDER THEREON, 19th August 1859, No. 1993.

Ordered that the foregoing letter be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 94. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 29th July 1859, No. 3256.

With reference to my letter of the 31st May last, No. 1131, I have the honor to forward herewith, the Statement of expenditure on Public Works and of Bills received in March 1859, prepared agreeably to form P., Circular Order Book, page 417.

No. 95. ORDER THEREON, 19th August 1859, No. 1994.

Ordered that the foregoing letter be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 96. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge Central Office of P. W.; to J. D. BOURDILLON, Esq., Secretary to Government, dated 4th August 1859, No. 3456.

I have the honor to forward herewith for the information of Government, a letter received from the district Engineer, Godavery division, intimating that there will be an excess of about 10,000 Rupees in the expenditure of Rupees 1,17,339, sanctioned by Government on the Samulcottah and Cocanada junction canal, which form Item No. 547 of Budget statement No. 2, for 1859-60.

1 Letter from District Engr. Godavery, dated 16th July 1859, No. 139.

2. It will be observed that in April 1857, the probable excess was computed at Rupees 2,000, in addition to the increase occasioned on account of the very bad soil on which the foundation of the Vencatakistnapooram lock had to be laid; but on the re-commencement of operations in May last, it was found that there would be considerable more earth work to execute, in consequence of the canal in its unfinished state having been a receptacle for all the drainage of the adjacent country during two monsoons, besides having a portion of the water from the Yalairoo sweeping through it, and doing considerable damage to the side slopes and embankments.

3. The estimated excess of Rupees 10,000 is inclusive of the extra expenditure incurred in the foundation of the Vencatakistnapooram lock above alluded to, and amounts to about nine per cent. on the sanctioned estimate.

No. 97. ORDER THEREON, 19th August 1859, No. 1995.

Ordered that the foregoing letter be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 98. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge of the Central Office; to J. D. BOURDILLON, Esq., Secretary to Government, dated 13th August 1859, No. 3813.

Referring to paragraph 10 of Colonel Bell's letter, No. 3165, dated 27th July last, I have the honor to request you will be good enough to cause the amount, Rupees 4,650, to be corrected to Rupees (6,500) six thousand and five hundred, which latter sum was sanctioned* in substitution of the former, for the construction of a Jetty at the port of Tuticorin, in the district of Tinnevelly.

* P. M. G. No. 1030, dated 3rd May 1859.

No. 99. ORDER THEREON, 19th August 1859, No. 1996.

Ordered that the foregoing letter be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 100. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 29th July 1859, No. 3259.

Extract Minutes Consultation, dated 15th March 1859, No. 596, paragraph 6, rule II.
Proceedings of Government, dated 20th July 1859, paragraph 2.
In letter dated 5th July 1859, No. 58.
Submitted to Government with No. 3253, dated 29th July 1859.

I have the honor to report for the information of Government, that in conformity to their orders noted in the margin, I have this day appointed Mr. J. Brosnahan, Assistant Supervisor in the South Arcot district, an acting Supervisor vice Sub Engineer Oakes, as he has been reported by the district Engineer as being well qualified and highly deserving of promotion.

2. I have also appointed Overseer T. Appavoo Moodelly, acting Assistant Supervisor vice Brosnahan.

No. 101. ORDER THEREON, 19th August 1859, No. 1997.

Ordered that the foregoing letter be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 102. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 29th July 1859, No. 3248.

July 23rd 1859, No. 1771.
* July 26th 1859, No. 25.

I have the honor, with reference to the order of Government as per margin, to submit the accompanying letter* from Lieutenant-Colonel Lawford, who states that Captain Campbell was aware of the purport of his telegram and letter to the Chief Engineer, on the subject of procuring labor from the low country. It was not, however, intended that the labor should be forced, but only that it should be procured through the agency of the officers of Government, and that the workmen should be prevented from breaking their engagements by measures of the kind recommended in my letter, proposing the extension of Act XIII of 1859, to Jackatalla.

No. 1805, dated 18th June 1859.

No. 103. ORDER THEREON, 19th August 1859, No. 1998.

Ordered that the foregoing letter be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

PUBLIC WORKS DEPARTMENT,

PROCEEDINGS OF THE MADRAS GOVERNMENT,

From 20th to 26th August 1859.

MEETING OF COUNCIL, FRIDAY 26TH AUGUST, 1859.

Present.

THE HONORABLE SIR C. E. TREVELYAN, K. C. B.,
GOVERNOR AND PRESIDENT,

HIS EXCELLENCY LIEUT. GENERAL SIR P. GRANT, K. C. B.,
COMMANDER-IN-CHIEF.

THE HONORABLE W. ELLIOT, ESQ.,

AND

THE HONORABLE W. A. MOREHEAD, ESQ.,

No. 1. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of Central Office; to J. D. BOURDILLON, Esq., Secretary to Government, dated 13th August 1859, No. 3812.

In Extract Minutes Consultation No. 37, Public Department, dated 11th January 1859, Government sanctioned an expenditure not exceeding Rupees 366-6, for converting a room in one of the bungalows occupied by the Government Photographer into a glass room, and an addition thereto of a small room as a preparing room, this order was communicated direct to Captain Tripe, the Accountant General and Civil Auditor.

2. A copy of the order was sent to the Central office with Extract Minutes Consultation, in the Public Works Department, No. 206, dated 21st January 1859, ordering that instructions be issued for the immediate execution of the work, and that an estimate in the meanwhile be prepared and submitted for sanction.

3. This order was communicated to the Civil Architect for his observance, who, in reply, asked for Captain Tripe's memorandum of cost and plan of the work for which he was referred to that officer, shortly afterwards the Civil Architect communicated* to the Central office, a copy of Captain Tripe's letter, intimating that the work was completed by contract immediately after the receipt by him of the order of Government, the Civil Architect was then requested to call upon Captain Tripe for a bill for the work.

* 1st March 1859, No. 163.

4. A duplicate copy was forwarded to the Central office from Bangalore by Captain Tripe through the Civil Architect, which was passed on to the Executive Engineer Bangalore, to be

disbursed by him and re-submitted to the Central office with his accounts, but Captain Tripe informed the Executive Engineer that the amount of the original bill for the work was adjusted in his accounts with the Accountant General under instructions from that officer.

5. The bill† was called for from the Accountant General, and is herewith submitted for the information of Government. The bill has been passed by the Civil Auditor, and I request that permission may be granted for removing from the unanswered list the order of Government, calling for an estimate for the abovementioned work.

† For Rs. 364-11-3.

No. 2. ORDER THEREON, 20th August 1859, No. 1999.

Under the explanation furnished in this letter, the Government grant authority for removing from the list of unanswered references the order in this department dated 21st January 1859, No. 206.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 3. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 16th August 1859, No. 3896.

Referring to the orders marginally quoted, I have the honor to report, for the information of Government, that the three roads recommended* by the Inspector General of Ordnance and Magazines, have been in existence for many years past, and are in good repair. The Lieutenant-General Commanding the division is also satisfied with the present roads leading to and from the new Barrrcks at Bangalore.

E. M. C. No 2110 dated 9th Oct. 1858.
* No. 175 dated 22nd July 1858.

2. Captain Mayne is of opinion† that a portion of the road leading to the Fort, passing over the Shoolay tank bund may be straightened; but it is stated to be under the Mysore Government.

† No. 184 dated 6th August 1859.

3. The Executive Engineer at Bangalore states that a road is required from the Artillery lines to the practice butts; and as the Lieutenant-General Commanding approves of this road, an estimate for it will be entered in the general estimate now under preparation in the Executive Engineer's office, for the thorough repair of the cantonment roads.

No. 4. ORDER THEREON, 20th August 1859, No. 2000.

Communicated to the Military Department with reference to para. 3 of the order in this department dated 9th October 1858 No. 2110.

(Signed) W. C. SIM,
Ag. Dy. Secretary to Government.

Read the following letters.

No. 5. From Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 14th May 1859, No. 488.

I have the honor to submit for the orders of Government, the accompanying plan and estimate, amounting to Rupees (362) three hundred and sixty-two, for constructing a tank at Jugglepett, in the district of Canara.

2. It is represented by the District Engineer that in consequence of the stream which now supplies the inhabitants of that village and troops with water, being very small, great difficulty is experienced in collecting a supply, the estimate now forwarded provides for enclosing and re-vetting an area large enough to allow of water being drawn by several persons, and of sufficient depth to allow of their vessels being filled at once, and as the subject has been strongly agitated by the civil authorities, as being one so closely connected with the health and comfort of the troops at that station, I beg to recommend that sanction be accorded for the execution of the work at an early date.

No. 6. From Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 13th June 1859, No. 1572.

With reference to your official memorandum, No. 113, dated 21st May last, I have the honor to report that Jugglepett is a small village in the Soopah talook, ten miles from the cusba station, and about 40 miles from Dharwar; that one company of a Native Regiment, viz. the 51st, is at present stationed there, no civil officer of higher rank than a Monigar is permanently at that place, but it will probably be the head quarters of the Superintendent of Police for North Canara when he is appointed.

No. 7. ORDER THEREON, 20th August 1859, No. 2001.

Ordered to be communicated to the Military Department, in view to its being ascertained there whether Jugglepett is one of the posts at which troops of the line are to be permanently stationed.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 8. Read the following Official Memorandum from G. L. PRENDERGAST, Esq., Accountant General; to J. D. BOURDILLON, Esq., Secretary to Government, dated 16th August 1859, No. 166.

The Accountant General has the honor to request that the Secretary to Government, Public Works Department, will be pleased to inform him whether the sums authorized by the order of Government, under date the 6th instant, No. 1890, for the repair of the irrigation and other works, that have been damaged in Trichinopoly and Tanjore, are independent of those sanctioned in the Budget of Public Works for 1859-60, for those districts.

No. 9. ORDER THEREON, 20th August 1859, No. 2002.

The expenditure in Tanjore and Trichinopoly under the orders noted in the margin, for the repair of damages caused by the late floods, is to be allowed in addition to the funds assigned to those districts, in the sanctioned Budget, so far as they are in excess of the sums there allotted for repairs.

6th August 1859 No. 1890.
12th „ „ „ 1939.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 10. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 18th August 1859, No. 3958.

In continuation of my letter of the 3rd instant, No. 3439, reporting on the accidents in the Tanjore and Trichinopoly districts during the late unusually heavy freshes in the Cauvery, I have the honor to state for the information of Government, that the District Engineer of Trichinopoly reports[1] that.

1 Original letter from the District Engr. of Trichinopoly. No. 445 dated 11th August 1859.

2. The injuries in the Vettycutty and Moosery talooks are very trifling, mere erosions of the river bank and road.

3. In the Conaud talook the newly repaired banks of the Pedda Voyatalah surplus calingulah have been slightly damaged.

4. The wagonies on the right bank of Cauvery, east of Trichinopoly are somewhat injured, but the embankment has stood well generally, except where the river Cauvery forced a passage up the Coodoomoorty, where the water was blown in high waves against its rear and considerably injured it.

5. The Tritandoray bank has also been breached, but the damage is of no consequence, and is being rapidly repaired again.

6. Caroor road east of Coodoomoorty bridge breached, closed to traffic for two days only.

7. The Vennaur high bank has been considerably breached and large bodies of water were admitted, doing a great deal of damage to the interior of the bank, and breaching it in places, just closed; repairs are being executed.

8. In the Lalgoody talook, however, the most serious injuries have taken place from the embankments, while in progress of repair being exposed to the direct action of the high wind during an unusually high fresh.

9. The Cauvery north bank has been breached in five places, one so bad that the Naut Voikal immediately below it has been injured in 14 places, and its head sluices rendered perfectly useless.

10. The Coleroon south bank has been breached in 32, north bank 37 places, and consequent on the latter in the Iyen Voikal 45, Mullataur 10, Cuddoovoy 10, Pungumny 44, trunk road 8, and Salem road 3, breaches.

11. The breaches in the Iyen Voikal, Mullataur and Cuddoovoy are not of any consequence and are being rapidly closed, those in the trunk road trifling and the line already rendered passable, as also the Salem road.

12. An estimate of the probable cost of repairing the damage done will be forwarded as soon as possible together with past expenditure.

13. As regards a further advance of money, orders have already been issued in the Proceedings of the Madras Government, No. 1890, 6th August 1859.

No. 11. ORDER THEREON, 20th August 1859, No. 2003.

The Governor in Council relies on the Chief Engineer and the District Engineer to use all possible exertion to repair the damage reported in this letter. The progress of the work should be reported to Government from time to time.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 12. Read the following letter from Captain C. C. JOHNSTON, Consulting Engineer for Railways; to J. D. BOURDILLON, Esq., Secretary to Government, dated Trichinopoly, 11th August 1859, No. 190.

Paragraph. 1. In reply to the Proceedings of Government No. 1870, of the 4th instant, I have the honor to state that " candidates for employment as Probationary Assistant Engineers, not being commissioned officers," appearing before the committee, of which for some time I was

President, and the Garrison or Acting Garrison Chaplain, and Garrison or Acting Garrison Assistant Surgeon were members, were examined by the standard laid down in G. O. G. No. 2928, dated 13th July 1855, excluding the subject of fortification, as prescribed in paragraph 36, page 559, of circular and standing orders of the Department of Public Works.

2. There were others besides Mr. Ranson, who passed a similar examination, and the whole of the papers on my being relieved from the duty of President, were forwarded by me to the Central office of Public Works.

3. The proceedings of the committee, of which a copy has been sent to me, are drawn up in the usual form. In the case of candidates passing for the Public Works Department, the proceedings were forwarded to the Chief Engineer, Department Public Works, and in the case of their passing for cadetcies, proceedings in a similar form were forwarded to the Adjutant General of the Army.

No. 13. ORDER THEREON, 20th August 1859, No. 2004.

Paragraph 36 of the notification No. 1 of June 23rd 1857 directs that candidates for the post of Assistant Engineer not being commissioned officers, "must pass the examination on professional subjects laid down for commissioned officers," viz. the examination prescribed in paragraph 33. of the same notification. Captain Johnston will be requested to explain whether Mr. Ranson passed that examination; and if not how the committee gave him a certificate of qualification for the Department Public Works.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 14. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 6th July 1859, No. 2466.

With reference to the orders of Government, No. 626, dated the 4th April 1857, I have the honor to submit the accompanying statement, shewing the traffic which passed on a portion of the western trunk road during the 2nd half year of 1858-59. This statement has been prepared from returns furnished by the district Engineers of Chingleput and North Arcot.

Dispensing with the return of boat traffic on all large rivers at the Presidency, and traffic upon all roads.

The traffic passing through the Chingleput district was taken for the months of November, December and January last, at Poonamallee and Amingeekaray, and for February, March and April at Patalchuttrum, and the Dorenal trunk. In North Arcot it was taken for the full half year at Arcot, Wocherry and Wallajapett, but only for the month of November at Vellore, Pullicondah and Amboor, the District Engineer states that the reasons why traffic was not taken from these latter places after November, was in consequence of the circular from this office, dated the 24th November last, founded on the order of Government, No. 2361, dated the 10th of that month, but as that order had no reference to the traffic passing on the western trunk road, he was directed to have it taken in future.

No. 15. ORDER THEREON, 20th August 1859, No. 2005.

The Governor in Council considers these returns to be no longer required, and requests that the Chief Engineer will issue orders for their being discontinued.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 16. Bill for packing charges incurred by the District Engineer of Salem submitted by the Chief Engineer 18th August 1859.

No. 17. ORDER THEREON, 20th August 1859, No. 2006.

This trifling sum does not need special sanction. The Chief Engineer will desire Captain Gahagan to pay it as a contingent charge.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 18. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 12th July 1859, No. 2660.

With reference to paragraph 8 of the Proceedings of Government, dated 1st July 1859, No. 1613, I do myself the honor to submit the irrigation registers received from the districts of Masulipatam and Tinnevelly, for the five years from fusly 1261 to 1265, both inclusive.

1 Register of Tinnevelly in 3 parts.
1 Do. of Masulipatam.

No. 19. ORDER THEREON, 22nd August 1859, No. 2007.

The Chief Engineer submits the irrigation registers of Masulipatam and Tinnevelly.

2. The Masulipatam register has been prepared without due regard to the instructions. It was clearly laid down there that the printed blank forms furnished by the Chief Engineer should be "stitched into sections of 3 sheets each" and bound into "handy and convenient volumes." In entire disregard of this order the entries have been made in such a manner that the sheets must all be stitched along one edge instead of in the middle, and the book is rendered unwieldy and inconvenient. The register must be re-written. It is to be regretted that the Collector did not pay sufficient attention to the preparation of it to see at least that the instructions were adhered to on the main points. In re-writing the registers the instructions already given in the orders noted in the margin should be carefully attended to.

18th June 1857, No. 1181,
1st July 1859, No. 1613.

3. The Tinnevelly register appears to have been prepared with some care, but it is not without defects. The Index does not show the Táluqs alphabetically as the form clearly requires, and it must be re-written agreeably to the instructions. In the body of the register also, the Táluqs are not given alphabetically as directed; but the Government are not disposed to disturb the register, unless the sections can be so adjusted as to remedy the defect noticed without much extra work. The continuation of the Táluq from page to page should be clearly specified on the top of each page.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Read the following Papers.

No. 20. From Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge Central Office of P. W; to J. D. BOURDILLON, Esq., Secretary to Government, dated 6th August 1859, No. 3556.

An application having been made to this department for promotion to a higher grade, by one of the "Naval Mechanical Engineers" recently arrived in this country, I have the honor to request to be informed, whether any fixed establishment of the several grades of 1st, 2nd and

3rd class Engineers has been made for this Presidency, or if, as appears probable enough, the men on duty in the Madras Presidency are all borne on the general rolls of Naval Engineers at Bombay, and will become eligible for promotion according to the gradation list as vacancies occur.

2. It is ruled in the pay and audit regulations, Indian Navy that, the members of each of the senior classes should be generally understood as the printed regulations under which the men join the service; hold out the prospect of advancement to the higher classes as vacancies occur.

Section VIII. Paragraph. 79. Page. 33.

No. 21. Official Memorandum from Captain J. CARPENDALE, Assistant to the Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 16th August 1859, No. 3907.

With reference to Official Memorandum No. 214, 15th instant, from Secretary to Government, requesting the application for promotion, made by one of the Naval Mechanical Engineers, may be forwarded for the information of Government, the Assistant to the Chief Engineer has the honor to enclose petition, dated 2nd August 1859, from Mr. G. Clements, 3rd class Engineer, praying that he may be promoted to 2nd class Engineer.

No. 22. ORDER THEREON, 22nd August 1859, No. 2008.

It is observed that there is no fixed establishment of the several grades of first, second, and third class Mechanical Engineers for this Presidency, and beyond the increased rates of salary after a certain period of service provided for in their covenants, the Government have no information as to the rules which regulate the promotion of these Engineers. The Chief Engineer's letter and copy of Mr. Clement's petition for promotion will therefore be forwarded for the orders of the Home Government.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 23. Read the following Proceedings of the Madras Government in the Ecclesiastical Department, dated 16th August 1859, No. 280.

Calling for plans for the 2 Churches to be erected at Jackatalla, one for Protestants and one for Roman Catholics. } (Vide Ecclesiastical Proceedings from 13th to 19th August 1859, Nos. 2 at 4.)

No. 24. ORDER THEREON, 22nd August 1859, No. 2009.

Communicated to the Chief Engineer for information and guidance in continuation of order 24th June 1859 No. 1541.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 25. Read the following letter from J. L. LUSHINGTON, Esq., Civil Auditor; to J. D. BOURDILLON, Esq., Secretary to Government, dated 16th August 1859, No. 401.

In reply to the orders of Government, under date the 10th instant, No. 1913, Public Works Department, I have the honor to state that Lieutenant Law, having acted for an officer absent on leave under the regulations of 1854, the acting allowance provided for by the rules, viz., a half of the staff salary have been passed to him, and from October next he will be entitled to the full allowances. But if the deputation allowance, as sanctioned in paragraph 10 of the orders of 27th January 1857 had been granted, an additional expense for the first six months at 50 Rupees ℔ mensem would have been incurred to the State. If Lieutenant Law's allowances are to

be regulated by the orders above referred to, he will have no claim to the full salary of the absentee from the 7th month, as provided in the rules of 1854.

In conclusion, I beg to enquire whether Section XIII of the military furlough regulations of 1854 is to be considered superseded by the order of the 27th January 1857, so far as the allowances are concerned.

No. 26. ORDER THEREON, 22nd August 1859, No. 2010.

The Government request to be informed whether paragraph 10 of the orders of the 27th January 1857 which specially provided for the remuneration of military officers officiating as Executive Engineers has been disregarded by the Civil Audit office.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 27. Read the following letter from Lieutenant-General SIR M. CUBBON, K. C. B., Commissioner for the Government of the territories of His Highness the Rajah of Mysore; to the Chief Secretary to Government, Fort Saint George, dated Bangalore, 17th August 1859, No. 17.

With reference to Mr. Bourdillon's letter No. 1454 of the 13th June last, I have the honor to enclose for the information of His Excellency the Right Honorable the Governor in Council, copy of a letter received from the Chief Engineer in Mysore, dated the 13th instant, No. 799, together with a list showing all ascertained heights of the country in several parts of the Mysore territories.

No. 28. ORDER THEREON, 22nd August 1859, No. 2011.

Forwarded to the Principal of the Engineering College with reference to the order dated 13th June 1859 No. 1452.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 29. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 18th August 1859, No. 3960.

Referring to the Proceedings of Government of the 19th ultimo, No. 1735, communicating the observation of Government in the Military Department that, "if repairs have been executed on emergency to the present guard "room (at Ramandroog) stated to be unsafe and leaky, a report of "the cost should have been submitted," I have the honor to forward herewith a letter received from the District Engineer, Bellary, reporting that no repairs have been executed on emergency to the guard room in question.

1 Letter from the District Engineer, Bellary, dated 3rd August 1859, No. 141.

No. 30. ORDER THEREON, 22nd August 1859, No. 2012.

Communicated to the Military Department, with reference to para. 2 of Proceedings in that department dated 8th July 1859, No. 2442.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 31. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge of the Central Office of P. W.; to J. D. BOURDILLON, Esq., Secretary to Government, dated 6th August 1859, No. 3557.

I have the honor, with reference to the orders of Government, No. 1871, dated 4th instant, in which Government consider that the reference to them respecting Assistant Overseer Cahill's promotion was unnecessary, to state in reply, that had the Assistant Overseer served the full period of time required by the rules to entitle him to promotion, a reference to Government for his promotion would not have been made, but as his services were interrupted, and as by paragraph 26 of the notification No. 1 of June 23rd 1857, and paragraph 4 of Extract Minutes Consultation, dated 15th March 1859, No. 595, Government reserved to themselves the consideration of exceptional cases, and that of Mr. Cahill was one, permission was sought in my letter, dated the 2nd instant to promote him, and I beg that under the foregoing explanation it may now be granted.

No. 32. ORDER THEREON, 22nd August 1859, No. 2013.

The Government sanction the promotion of Assistant Overseer L. Cahill to the grade of Overseer in the Department of Public Works vice Alexander resigned, as recommended in Colonel Lawford's letter of the 2nd instant No. 3347.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 33. Read the following Proceedings of the Madras Government in the Public Department, dated 17th August 1859, No. 1268.

Requesting to inform Major Horsley, Deputy Chief Engineer, that the Municipal Commissioners have no control over places of the description adverted to, in the Commander-in-Chief's Minute of 26th idem. } (Vide Public Proceedings from 13th to 19th August 1859, Nos. 36-37.)

No. 34. ORDER THEREON, 22nd August 1859, No. 2014.

Forwarded to the Chief Engineer for information, and for communication to Major Horsley, with reference to Proceedings dated 1st instant No. 1849.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 35. Read the following letter from C. J. SHUBRICK, Esq., Collector of Chingleput; to J. D. BOURDILLON, Esq., Secretary to Government, dated Sydapet, 17th August 1859.

Referring to the Proceedings of Government, No. 1898 of the 8th instant, I have the honor to report that the Cowle given to the petitioners, Ponnoosawmy Moodelly, and others, of Nadungunum in Triporoor talook on the 1st August 1854, consisted of cawnies 102-12-12 of nunjah anady waste, assessed at Rupees 224-14-0, which they were to cultivate and pay for, as shewn in the margin.* They acted up to the terms of the cowle in fuslies 1265 and 1266; but in 1267, owing to the badness of the season being unfavorable to agriculture, the cowle assessment was only levied on the

	Amount to be paid. Rs.	A.	P.
* 1st year or fusly 1264 to be enjoyed free of tax.	0	0	0
2nd do. or ,, 1265 ¼ of the assessment......	56	3	6
3rd do. or ,, 1266 ½ of the do.........	112	7	0
4th do. or ,, 1267 ¾ of the do.........	168	10	6
From 5th do. or ,, 1268 full assessment.........	224	14	0

portion of land actually cultivated, and the remainder was remitted. In fusly 1268, the full assessment was levied on the cultivated portion of the land, and the remainder was remitted as Caboolat Bunjer. The amount paid and remitted in these two last fuslies, is shewn in the margin.† The cowle made no allusion to the repairs of the tank. The petition is herewith returned.

	Amount paid.	Amount remitted.
	Rs A. P.	Rs. A. P.
† Fusly 1267..	30 1 6	138 9 0
Fusly 1268...	24 14 0	200 0 0

No. 36. ORDER THEREON, 22nd August 1859, No. 2015.

The Collector is requested to state whether the Nadungunum Ootteri tank is breached and useless, and whether it has been so immemorially, and whether the petitioner's Kául includes the whole of the nunjah land under it, if not the particulars should be given.

2. An early reply is requested.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 37. Read the following Proceedings of the Madras Government in the Military Department, dated 15th August 1859, No. 2910.

Communicating that the cots and cumblies applied for, for the 50 Sappers specified, have already been sanctioned. (Vide Military Proceedings from 13th to 19th August 1859, Nos. 31 at 33.)

No. 38. ORDER THEREON, 22nd August 1859, No. 2016.

Communicated to the Chief Engineer, with reference to Colonel Lawford's letter of the 3rd August 1859, No. 3415.

2. The Chief Engineer will report as early as practicable the cost of the temporary cover recommended by Colonel Lawford; but the Acting District Engineer should be instructed to proceed with the work without any delay.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 39. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 18th August 1859, No. 3962.

Dated 8th July 1859, No. 37.
To Civil Auditor, dated 27th July 1859, No. 3622.
From do., dated 30th do. No. 378.

I have the honor to forward, for submission to Government, the accompanying letter from the District Engineer of the Godavery Division, and the correspondence with the Civil Auditor, noted in the margin, on the subject of an error in the list of Sub-Overseers, 2nd class, published in the Fort Saint George Gazette of the 5th February 1858, in which the name of Lutchmanasawmy was inserted by a mistake in this office, in lieu of C. Nursiah Naidoo, Sub-Overseer, 2nd class, 3rd grade.

2. As the District Engineer explains that Lutchmanasawmy was not on the establishment when the list was published, and as the Civil Auditor on the other hand requests the special orders of Government, to enable him to pass C. Nursiah Naidoo's salary bill, I request the Government will be pleased to pass the necessary order to remove the objection on the part of the Civil Auditor.

No. 40. ORDER THEREON, 23rd August 1859, No. 2017.

1. With this lettter the Chief Engineer submits some correspondence relating to an error in the list of second class Sub-Overseers published in the Official Gazette of the 5th February 1858, in which the name of Lutchmanasawmy appears by mistake instead of C. Nursiah Naidoo; and he requests that orders may be issued to the Civil Auditor to pass the salary bills of C. Nursiah Naidoo.

2. More than eighteen months have elapsed since the error has occurred, and Captain Rundall the District Engineer, in his letter to the Chief Engineer dated the 8th July 1859, states that twelve months pay remains undrawn in the Treasury. It does not appear by whom the salary of the first six months succeeding February 1858 was drawn, or how under the circumstances of the mistake that salary was disbursed without objection on the part of the office of Audit. Neither can the Government understand how the actual incumbent who is represented to be C. Nursiah Naidoo has been doing duty without drawing pay for the last twelve months; or why the circumstance was not brought to their notice immediately on the publication of the erroneous list.

3. The Government request that the Chief Engineer will ascertain the facts of the case and report on the points noticed above.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 41. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 18th August 1859, No. 3956.

One letter and one bill.

I have the honor to submit the accompanying bill, amounting to Rupees 32, being the expenses incurred on account of the extra establishment of coolies and lascars employed by Mr. Assistant Overseer Laskey, in surveying the line for the coast canal from Mangalore to Moolkey, 20 miles, north of Mangalore.

Vide Extract Minutes of Consultation, dated 11th March 1858, No. 430. Do. dated 16th May 1859, No. 1165.

Letter No 397, dated 14th June 1859 accompanying.

2. This line is in continuation of that for the proposed canal from Mangalore to Hoosdroog, and the District Engineer directed the extention of the survay to it, not only with a view to have the whole line of coast surveyed and levelled, but also that advantage might be taken of the approaching monsoon, which the District Engineer states is the proper time for estimating the work. This circumstance was brought to the notice of Government, in my letter of the 20th June last, No. 1826.

3. I have now to request that the Government will be pleased to sanction the amount of the bill, viz. Rupees thirty-two, being disbursed to Lieutenant Hunter, who is stated to have advanced the amount from his own funds.

No. 42. ORDER THEREON, 23rd August 1859, No. 2018.

The Bill is sanctioned.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 43. Read the following Extract from Minutes of Consultation in the Military Department, dated 14th December 1858, No. 4502.

Directing that the construction of additional verandahs to European Barracks at Fort St George be commenced upon at once and that the construction of archways deferred for future consideration. } (Vide Military Consultation, 14th December 1858, Nos. 105 at 107.)

No. 44. ORDER THEREON, 23rd August 1859, No. 2019.

15th June 1859 No. 1466.
28th „ „ „ 1587.
8th Augt. „ „ 1896.

Ordered to be recorded; the improvements referred to having been separately decided upon and ordered for execution in the Proceedings noted in the margin.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 45. Read the following Proceedings of the Madras Government in the Marine Department, dated 16th August 1859, No. 392.

Express satisfaction at the explanations of the Master Attendant at Cochin and the Superintendent of Marine on certain matters respecting that port noticed by the Cochin Chamber of Commerce. } (Vide Marine Proceedings from 13th to 19th August 1859, Nos. 10 at 13.)

No. 46. ORDER THEREON, 23rd August 1859, No. 2020.

Communicated to the Chief Engineer.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 47. Read the following Proceedings of the Madras Government in the Revenue Department, dated 20th August 1859, No. 1123.

Extending to the Collectors' offices the rule of 13th March 1848 No. 268, respecting the employment of volunteers in the Public offices at the Presidency, and pointing out what sort of persons may in future be entertained as volunteers. } (Vide Revenue Proceedings from 20th to 26th August 1859, No. 6.)

No. 48. ORDER THEREON, 23rd August 1859, No. 2021.

Communicated to the Chief Engineer for information and guidance.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 49. Read the following Proceedings of the Madras Government in the Judicial Department, dated 18th August 1859, No. 1105.

Sanctioning Rupees 2,830 for a new Police Cutcherry at Vizagapatam. } (Vide Judicial Proceedings from 13th to 19th August 1859, Nos. 28-29.)

No. 50. ORDER THEREON, 23rd August 1859, No. 2022.

Communicated to the Chief Engineer for information and guidance.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 51. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 20th August 1859, No. 4026.

Original letter from District Engineer Cuddapah, No. 483, dated August 15th 1859.
General Orders by the Right Honorable the Governor General of India in Council, No. 883, June 20th 1859.

I have the honor to forward herewith, an original letter from the District Engineer of Cuddapah, in which it is brought to notice that Serjeant Shaw of the Sappers and Miners, and an Assistant Overseer in that District claims his discharge under the provisions of the General Orders quoted in the margin, and to request that the necessary orders may be given to enable him to rejoin his Regiment.

No. 52. ORDER THEREON, 24th August 1859, No. 2023.

Resolved accordingly that Serjeant Shaw be directed to join his corps.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 53. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 20th August 1859, No. 4063.

Letter from the District Engineer Kistnah, dated 8th August 1859, No. 74.
1 Diagram.

I have the honor to forward for the information of Government, a letter in original from the District Engineer, Kistnah Division, No. 74, dated 8th instant, reporting that there has been a flood in the Kistnah which attained a greater height than any that has taken place since the construction of the annicut at Bezwarah.

2. The river began to rise on the 23rd, and attained its greatest height at noon on the 30th ultimo, at which time it was 17′ 4″ above the crown of the annicut, after which it began to subside, and has since fallen almost as rapidly as it rose.

3. The damage done by the fresh consisted of three unimportant breaches in the embankment on each side of the river, the cost of closing which the District Engineer estimates as something trifling, while, at the same time, he believes the inundation to be beneficial to the lands flooded.

4. No damage of any kind was experienced at the annicut and that at Seetanagram consisted only in a small portion of the hill road overhanging the river being washed away: this is being repaired on emergency, and the road is already passable for bandies. The artificial banks above the annicut resisted the fresh very successfully.

5. At Masulipatam the freshes rose to three feet above high water mark in the swamps in the neighbourhood of the town, and nearly flooded the lower parts of the cantonment.

6. The District Engineer remarks that this high fresh had enabled them to pour greater bodies of water into the Delta than have ever yet passed through the head sluices, but notwithstanding the present season is so unfavorable, that he anticipates inferior crops to those of the past year.

7. Estimates are under pereparation and will be sent in due course. In the meantime, the District Engineer has ordered the requisite repairs to be executed on emergency.

No. 54. ORDER THEREON, 24th August 1859, No. 2024.

The Governor in Council is gratified to learn that no material damage was done to any of the works on the Kistnah by the late extraordinary fresh in that river.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 55. Ordered that the following letter be despatched.

From J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George; to Lieutenant-General Sir MARK CUBBON, K. C. B., Commissioner for the Government of Territories of His Highness the Rajah of Mysore, dated 24th August 1859, No. 2025.

With reference to your letter of the 14th April 1859, No. 6, communicating your views on the questions which had arisen respecting the proposed large tank at Mári Canvâi in Mysore, I am directed to transmit for your information copy of a letter addressed by this Government to the Government of India, on the subject, dated August 1st 1859.

2. I am further directed to express the regret of this Government, that by an oversight this letter was not communicated to you at the time of its despatch.

No. 56. Read the following letter from CLEMENT DALE, Esq., Government Pleader Sudr Udalut; to J. D. BOURDILLON, Esq., Secretary to Government, dated Madras, 19th August 1859, No. 105.

Paragraph 1. I have the honor to acknowledge the receipt of the Proceedings of Government of the date and number noted in the margin, and, as requested, to forward for the information of the Honorable the Governor in Council, copies of the several Proceedings enumerated at foot.

Proceedings of Govt. 12th August 1859, No. 1930 Public Works Department.

2. The petition presented on behalf of Rungacharry, is posted for hearing before the Foujdaree Udalut on the 3rd September next.

No. 57. ORDER THEREON, 24th August 1859, No. 2026.

The Government Pleader is requested to obtain for the information of Government copy of the order of the Foujdaree Udalut on Rungachari's appeal as soon as it shall be passed.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 58. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 22nd August 1859, No. 4068.

I have the honor to forward herewith an estimate, amounting to Rupees 285, for putting up a partition and glazed shutter for a room for the Deputy Secretary to Government in the Revenue and Public Works Departments.

1 Letter from Garrison Engineer, dated 9th August 1859, No. 3414, with 2 enclosures.
1 Abstract estimate.

2. The work was commenced on emergency under instructions received by the Garrison Engineer from His Honor the Governor through the Town Major, and is now under execution.

3. The estimate has been duly examined in this office, and the rates allowed in it are moderate, but at the same time sufficient, and I request that it may receive the sanction of Government.

No. 59. ORDER THEREON, 24th August 1859, No. 2027.

The estimate submitted with this letter is sanctioned for immediate execution.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 60. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 27th July 1859, No. 3193.

Dated 11th July 1859.
2 Original Memorandums from Major Horsley and Lieutenant-Colonel Lawford, dated 11th and 14th July 1859.

As directed in the Extract from Minutes of Consultation No. 257, dated 4th February 1857, I have the honor to transmit a report by Major Horsley, on the Madura town water project, the prosecution of which was directed to be postponed until he should have an opportunity of personally ascertaining the correctness of Lieutenant Scott's assertion, that, the levels formerly taken were inaccurate; of submitting his opinion on the other points noticed by Lieutenant Scott; and on the measures necessary for the completion of the work.

2. Major Horsley, it will be seen, has gone very fully into each of these points, and pointed out; 1st, that the inaccuracy of the levels spoken of by Lieutenant Scott had reference to the street drains and not to the water project properly so called; 2nd, that he is quite satisfied as to the necessity of a supplemental estimate to cover the extra rate for earth work, caused by the difficuly of procuring labour in Madura, a difficulty which has increased of late years, partly from the great demand for labour, and partly from the high price of food, consequent upon a series of bad seasons in the south, though he considers Lieutenant Scott's estimate of Rupees 9,826-1, to be more than sufficient, inasmuch as a large sum is allowed therein for superintendence, which Lieutenant Scott shews, in a subsequent letter, can be otherwise provided for, thereby reducing the amount to Rupees 6,807, which latter sum also Major Horsley is of opinion, may be still further reduced by saving on masonry works; 3rd, that, as respects the unpopularity of the work, he does not attach any importance to this as a cause of delay, but agrees with Mr. Parker, the late Collector of Madura, "that coolies are not usually particular on this point, nor is it likely that they were kept back by natives of influence to any extent." Moreover, Major Horsley shews that, if the water project is unpopular now, it certainly was not when it was first proposed; 4th, that the measures necessary for the completion of the work are; 1st, to sanction the supplemental estimate of Rupees 6,807; and 2nd, to put it in charge of a competent person whom he names.

No. 279, dated 12th May 1857.

Letter dated 23rd December 1856.

Letter from Collector of Madura, to Secretary Board of Revenue D. P. W. No. 32, dated 25th Febuary 1851.

3. Major Horsley further reviews the whole correspondence which took place on the subject after he left India, and points out that a claim was made upon Government for Rupees 1,464-9, as compensation for the land occupied by the channel from the Vigay river in its passage to the town of Madura, with reference to Act No. XX of 1852, which is still unsettled, owing to a further and subsequent demand by the owners of the land bordering the channel, of Rupees 1,165-15-3, for levelling the pits whence the earth was excavated for the embankment, they having been sunk deeper than was originally agreed upon, viz., $\frac{3}{4}$ yard. Towards the defrayment of the above, there is a balance of Rupees 933-7-10, from the Devastanum funds of the district, and the Collector requests that the remainder may be sanctioned from Government funds.

Letter from Collector to Chief Engineer, No. 95, dated 25th January 1858.

4. Before submitting the Collector's letter to Government, further information was requested in reference to the amount of compensation and to the future course of the work, which, however, was never furnished.

From Superintending Engineer Southern Circle, No. 7485, dated 19th February 1858.

5. It is evident from a consideration of the whole subject, that it was not clearly understood at the time the Chief Engineer's letter to Government, No. 9585, dated 20th January 1857 was written, that the defect pointed out by Lieutenant Scott was not in the levels of the water project properly so called, but in those of the street drains, and that this, though to a certain extent, diminishing the utility of the reservoir as a means of cleansing the drains and

sewers of the town, was not a sufficient cause for stopping the water project. It is not surprising, however, that the above view of the case should have been taken by the then Superintending Engineer, southern circle, considering that the cleansing of the street drains had been spoken of by the Collector as "the chief object" of the work, during the period of high freshes in the river, and by the then Chief Engineer in much the same light, as pointed out by Lieutenant-Colonel Lawford in paragraphs 3 to 6 of his memorandum, dated 14th instant, herewith forwarded.

25th February 1851, No. 32.
Report dated 13th May 1851.

6. The explanation afforded by Lieutenant Scott, immediately on receipt of the order of Government to stop further proceedings, if forwarded to Government at the time, would probably have had the effect of removing the restriction, but it was thought advisable that the Superintending Engineer, then on a tour of inspection in the south, should first examine and report upon the work, and the papers were accordingly sent to him, with instructions to inspect the work "in the event of his having occasion to pass near the town of Madura." Lieutenant-Colonel Lawford states that his more immediate duties led him to Coimbatore, Malabar and Salem, from whence he was directed to return to the Presidency, and that, therefore, having had no opportunity of visiting Madura, he returned the papers to the Central office. Through inadvertence, the subject seems subsequently to have been lost sight of, or it was supposed that no further steps could be taken in the matter until the report called for by Government, had been furnished by Major Horsley.

No. 257 dated 4th February 1857.

Memorandum dated 14th July 1859, paragraph 9.

7. As respects the sum which will be required to complete the work, I am disposed to think that in the present reduced state of the department, the District Engineer will scarcely be able to afford the services of Assistant Overseer Pulnavaloo Moodeliar, the person recommended by Major Horsley for this work, without supplying his place as an Executive officer elsewhere, and therefore, it is probable that the larger supplemental estimate of Rupees 9,826-1-0, which provides for superintendence, may be required, but on this subject I propose to address Government again, so soon as I shall have received the report shewing the present state of the work, the total expenditure thereon, and what remains to complete, which has been called for from the present district Engineer, as suggested by Major Horsley in the last paragraph of his letter of the 11th instant herewith forwarded.

No. 61. ORDER THEREON, 24th August 1859, No. 2028.

So far as appears from these papers the only obstacle to the resumption and prosecution of the work is that the esitimate is insufficient in the items of earth work and superintendence; the former from the very low rate originally fixed, and the rise in the price of labour subsequently; the latter from the employment on the work of an incompetent Covenanted Overseer, and of an Assistant Overseer to interpret for him. The Governor in Council will await the further report promised in the concluding paragraph of the Chief Engineer's letter; and, as the plan of flushing the town drains cannot, it seems, be effected, from fault in the levels, he requests that both the Collector and the Chief Engineer will report particularly what other objects remain within reach, and whether their attainment will be worth the necessary outlay.

2. The attention of the Collector will also be called to the claims on account of land still unsettled. This long delay in such a matter on the part of the officers heretofore in charge of the district has been observed with regret, and the Governor in Council expects that Mr. Clarke will be able at an early date to report the satisfactory adjustment of the claims. Copy of paragraphs 13 to 15 of Major Horsley's letter of the 11th July to the Chief Engineer will be sent to him for his information.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 62. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, C. C., in charge of Central Office of Public Works; to J. D. BOURDILLON, Esq., Secretary to Government, dated 12th August 1859, No. 3764.

I have the honor to forward herewith a plan and estimate, amounting to Rupees 240 for the reconstruction of a salt cutcherry at Conada, in the district of Vizagapatam.

1 Letter from Acting District Engineer Vizagapatam, dated 16th July 1859, No. 264.
1 Plan.
1 Estimate.

2. The building hitherto used for the purpose, having been severely damaged by the late storms, is reported to be by no means worth repairing in its present dilapidated condition.

3. As the Collector approves of the work and considers it emergent, and as the estimate has been duly examined in this office, I request that the Government will be pleased to sanction the same on emergency for execution out of the general funds of the district.

No. 63. ORDER THEREON, 24th August 1859, No. 2029.

Sanctioned for immediate execution

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 64. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 22nd July 1859, No. 3002.

In the memorandum of the Honorable the Governor of the 13th of April 1859, my attention is directed to the necessity of requiring that all officers of the department shall be acquainted with the vernacular of the districts in which they are employed, and in the orders of Government as per margin, I am instructed to report further upon those officers who were specially mentioned by Colonel Faber as not having passed in a language, and also upon subordinates who had not complied with the rules.

May 2nd 1859, No. 1020.
do. 23rd „ No. 1247.

2. Upon the receipt of the order of the 2nd May, I called not only upon the officers whose names had been submitted to Government, but also upon those who had passed only in Hindoostani, to report when they would be prepared to pass an examination in the local language; for besides the instructions of the Governor, I had before me the notification of Government of the 6th of August 1856, requiring that officers of the department shall pass in "some vernacular language," and specifying the four vernaculars in which a given qualification must be attained. It is perfectly clear that Hindoostani is altogether excluded from this notification; and I do not know on what authority the Chief Engineer, on the 29th September 1856, issued a circular to inform the officers of the department that the notification "applies solely to those who have not passed for staff or interpreters in *any* language."

Gazette page 204.

3. The circular seems to me as inconsistent with the notification as with sound principle. For what is the practical use of the examination, but that the officers may be able to communicate with the people of their districts? Hindoostani is spoken by many of the functionaries of Government and by individual Hindoos all over the country; but the language is not known to the people of any part of this Presidency; and consequently an officer knowing only Hindoostani cannot communicate with the people but through an interpreter. But if a disinterested interpreter is required, the last person that would be resorted to is a native functionary of Government, while it cannot be said that any chance speaker of Hindoostani would be more trustworthy. In my opinion the English speaking writer or maistry would be generally a more honest interpreter than any other; and hence it follows that while Hindoostani is better than nothing, it is not at all the language of practical utility.

4. This simple matter of utility has been, it seems to me, rather lost sight of in the discussions, orders and circulars on the subject of languages. If it were only a question of what was to be required of young Engineers or others beginning their service in the department, I would make the lingual examination more stringent than it is; but it is, I conceive, a mistake to insist upon the present examination in the case of officers already doing duty in the department, and wholly occupied with their professional avocations. They often cannot even get moonshees to travel with them; and if they should succeed in this, it must be positive torture to a man who may have no peculiar taste for acquiring languages, and especially languages written in a novel and difficult character, to be obliged, when wearied as every Engineer is with hard exertion and exposure to the sun, to grind at such a monotonous employment as a close to his day's work. If instead of this sort of study, it was required that he should simply be able to converse with the people about his proper business, he would be relieved of a great burden, would acquire the language while performing his duties, and would know it for practical purposes far better than he would ever learn it from books. Of all the Englishmen who can read French authors without a dictionary how many are there that on entering France could converse freely with the people? On a visit to Port Louis in 1836, I observed that the English pilot whose French was execrably bad, and who probably could not have read a page of any French book without great difficulty as to vocabulary as well as syntax, conversed with the officers of the ship with ease and even volubility on all their common topics, and was understood by them, and understood them perfectly. And it is just the same with the languages of India. Every body knows that there are very many Englishmen who can communicate freely with the Sepoys in Hindoostani, and others with the people in the vernacular languages, while quite deficient in the knowledge sufficient for an examination, and every body also knows that there are many more Natives who have a similar knowledge of English.

5. I would, therefore, have required of the officers in the department a colloquial examination as was originally prescribed and no more, while, as I have said in another letter, I would not allow any young officer even to do duty in the department, until he has qualified according to the rules, which should, if any thing, require a higher attainment than they now do.

To Government No. 2668 dated 12th July 1859, paragraph 13.

6. As to the special cases under consideration, I recommend that the officers who have not passed in any language, and have, therefore, no right to benefit by the exemption allowed in the Circular of the 29th of September 1856, shall be required to pass within the periods which they have themselves finally fixed; since they have had ample time to qualify themselves, and I do not consider that when the obligation to pass has been distinctly declared and understood for a long period, it should be relaxed by a retrospective rule. If they do not then pass, I would recommend that a deduction from their salaries be made, as provided in the Bombay Code, namely, of Rupees 50 from the salary of an Executive Engineer, and 25 from that of an Assistant, or of so much less as may be equal to 10 per cent. of the officer's staff salary. A District Engineer should lose Rupees 75 or 10 per cent., and I would not allow any exceptions.

Chapter 5 paragraph 7, page 13.

7. With regard to the officers who have passed in Hindoostani only, I recommend that they be required at the end of not more than twelve months, to pass, a reasonable colloquial examination, or that they be subjected to the same deduction from their pay as the others.

8. I recommend also that the same colloquial examination be required after eighteen months from every officer who, though he has passed in a local language, has been transferred to a district in which another language is used, and that the same penalty be enforced in the case of failure.

9. These recommendations are based upon what seems to me useful to the State, and practicable under the circumstances. I am very far from undervaluing grammatical and complete knowledge of a Native language. I would, as I have said, insist on a high qualification in this respect from young officers, but I would not apply the rules to cases to which they seem to me quite unsuitable.

10. I think that the present Civil Architect and Garrison Engineer may be exempted from examination, as their business is very little with the people, and also because in the case of Captain Hitchins, a lingual qualification for Engineers was not established, till long after he came into the service.

11. With regard to the subordinates, I recommend that the same course be taken as with the officers, and that 10 per cent. be deducted from the salaries of the upper subordinates and 5 per cent. from those of the lower subordinates, if they do not pass within the periods fixed by themselves, or when none have been fixed, within periods to be prescribed by the District Engineers, subject to the confirmation of the Chief Engineer. If the deduction does not produce the desired effect within a reasonable time, it may be increased in the cases of both officers and subordinates; but I strongly object to the dismission of members of the department on account of a defect of this nature. Such a proceeding would deliberately throw away the professional knowledge and experience which are essential, for the sake of a qualification which, however, useful is only accidental at the best. The business of the department is the construction and repair of works; and to say that this service cannot be performed without a knowledge of the native languages would be to belie indisputable facts.

12. With this letter I beg leave to submit lists of the officers and subordinates with abstracts of their answers, on the subject of passing in the vernaculars.

No. 65. ORDER THEREON, 25th August 1859, No. 2030.

The Chief Engineer submits certain proposals with reference to recent orders* of Government, as to the course to be pursued in regard to officers and subordinates who have not complied with the rule of passing an examination in the vernacular of the district in which they are employed.

* 2nd May 1859, No 1020.

2. For the reasons now stated by the Chief Engineer, the Honorable the Governor in Council approves of the following proposals recommended by him.

I. The officers referred to in paragraph 6, who have not passed in any language to be required to pass such a colloquial test within the time now fixed by themselves, as will satisfy the examiners that they are able to understand correctly, and to express themselves intelligibly, on matters forming subjects of communication between Engineer officers and the people of the district. Failing this, they will be subject to deductions from their salaries, at the rate of 50 Rupees for Executive Officers, and 25 Rupees for Assistant Engineers, or so much less in either case as will be equal to ten per cent. of their respective salaries, and 75 Rupees or ten per cent. for a District Engineer.

II. Those who may have passed in Hindustani only, to be required to pass the same colloquial test as above in the language of their district within twelve months, subject to similar deduction in case of failure.

III. All officers who have already passed the prescribed examination in any local language, to be required further to pass within eighteen months a colloquial test in the language of any new district to which they may have been subsequently removed, or may be hereafter transferred.

IV. Captain Hitchins Civil Architect and Captain Rawlins Acting Garrison Engineer to be specially exempted from any examination, except in the case of their being transferred to other districts.

V. Subordinates under similar circumstances to those stated respectively in items I and II above, to pass similar tests within periods to be fixed by the District Engineers of their districts respectively, subject to the confirmation of the Chief Engineer, under penalty of deductions from salary of ten per cent. in the case of upper, and five per cent. in that of lower subordinates.

VI. The existing rules for passing a regular vernacular examination will be strictly maintained in the case of all young officers and subordinates newly entering the department.

3. Government will rely upon Colonel Bell to make effectual arrangements to prevent the colloquial examination from degenerating into a mere form, which it will be apt to do if not well looked after; and they will leave it to him to bring specially to notice the cases of those who fail to pass, even after having been subject for some time to the penalty of deduction from salary.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 66. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 20th August 1859, No. 4022.

I have the honor to forward for submission to Government, the accompanying letter* from Captain E. H. Harington, Acting District Engineer of Ganjam, requesting sanction for a moiety of salary drawn by him while in charge of the Civil Engineer's office, from 11th to 27th January 1855.

* No. 92, dated 7th July 1859.

2. The sum so drawn was retrenched by the Civil Auditor in his audit of fixed charges for fusly 1264, on the ground that Captain (then Lieutenant) Harington was not appointed by Government to act as Civil Engineer, 9th division, but as it appears from the correspondence with the Civil Auditor, noted in the margin, that the salary of that office, from the 13th to the 26th of that month was not drawn by any other officer, I recommend that a moiety of the undrawn salary may be passed, with a view to relieve that officer from retrenchment.

To Civil Auditor, dated 2nd August 1859, No. 3379.
From do. 6th August 1859, No. 580.

No. 67. ORDER THEREON, 25th August 1859, No. 2031.

Ordered to be referred to the Civil Auditor for report.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 68. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 29th July 1859, No. 3260.

Adverting to the Proceedings of Government, dated 8th ultimo, No. 1392, I have the honor to submit the accompanying letters, received from the District Engineers, who have been supplied with autographic presses, reporting on the extent to which the presses have been employed.

5 Original letters
1 Do. plan.

2. In the Godavery Division, Captain Rundall states that, the works enumerated below have been turned out of the press, viz:

Letter from the District Engineer, Godavery Division, dated 8th July 1859, No. 36.

100	Copies of	district Map.
50	do.	Protractors.
50	do.	Sections of annicut.
100	do.	Scales.

but he has failed to report the mode in which they were disposed of, although there is no doubt that they were distributed among the officers and subordinates employed in this division.

3. In the Kistnah Division, besides the numerous forms of all kinds and circulars, &c., an average of about two plans per mensem, to the extent of 12 or 15 copies of each plan, are lithographed and distributed to the officers in charge of ranges, and are also sent to the Collectors and others, to whom they may be of use.

Letter from District Engineer, Kistnah Division, dated 20th June 1859, No. 42.

4. Captain Chambers states that the presses are worked without any expense to Government, beyond that of paper and ink, and are of great utility.

5. A plan struck off by the press is herewith forwarded.

6. The District Engineer of Nellore, reports that the press sent to his office in January 1858 has not up to the present time, been brought into use, and on the receipt of the materials in April of the same year an attempt was made to work the press, but owing to the want of a Draftsman versed in manipulation of the several processes requisite for the working of the press, it was attended with only partial success, and Captain Mullins adds that, he intended preparing lithographed drawings of tank sluices, road tunnels, calingulahs, road dams, &c., with detailed estimates on the opposite side of the drawings, for the guidance of the subordinates who are much in need of them.

Letter from the District Engineer Nellore, dated 22nd June 1859, No. 132.

7. In the district of South Arcot, the first attempt to work the lithographic press has proved unsuccessful, which is attributed to the unsuitableness of the transfer ink and paper received from England, and that for want of proper materials, the press has not been used for several months, but since the receipt of a supply of ink from Madras, the District Engineer states that, about 200 impressions were taken, and a copy of each of the following plans were given to the subordinates of his department, viz.:

Letter from the District Engineer, South Arcot, dated 22nd June 1859, No. 45.

Sections for roads with directions in English.
Do. of embankments with specifications in Tamil.
Plan of a 3 feet tunnel with do.
Standard plan of tank sluices.
Plan of road tunnels, 3 to 9 feet.
Sections of tank banks.
Plan of bridge of 3 arches.
Do. of do. of 2 arches on wells.
Official envelopes.

8. The lithographic press in the Coimbatore district has not been worked, and the attempt lately made by the Draftsman of the District Engineer's office in lithographing a form proved unsuccessful, and the District Engineer states that, on his return to the head quarters, he will see what can be done with the press and report the result. Mr. Fraser is of opinion that the press can be made most useful in the multiplication of forms and circulars, but under ordinary circumstances it will not be of much use in the multiplication of plans.

Letter from the District Engineer, Coimbatore, dated 24th June 1859, No. 38.

No. 69. ORDER THEREON, 25th August 1859, No. 2032.

In this letter the Chief Engineer in reply to the order of June 8th 1859 No. 1392 reports the mode in which the lithographic presses already supplied to certain district Engineers have been employed. It appears that of the five district Engineers who have been so provided, those of Nellore and Coimbatore have hitherto made no use of their presses; while those of the Godavery and Kistnah divisions and of South Arcot have employed them to a considerable extent.

2. It was pointed out in the order above quoted that the use of these presses will be confined to multiplying copies of plans and maps, as all "forms of accounts and documents" will be much better done at the Collectors' Press or at the Fort Saint George Gazette Press. Colonel Bell was desired therefore to report to what extent the presses already supplied have been used for this purpose, how many copies of plans &c. have been taken, and how they have been disposed of. This information is not supplied with sufficient fulness or detail to enable the Government to judge of the propriety of supplying more presses. The Chief Engineer will now be requested to report more exactly on the uses of a lithographic press to a district Engineer for the purpose in question. He will state in the first place what is the smallest number of copies for which lithographing is cheaper than copying by hand; and secondly what

numbers are now made of the various maps and plans prepared in a district Engineer's office, and what number could be usefully disposed of if they could be made at merely the cost of the paper and press work. It is requested that Colonel Bell will give careful attention to the enquiry.

3. Of the specimen plan sent up by Captain Chambers, the Governor in Council must observe that it is far from being worthy of praise as a work of art. He must remark also that foolscap paper ought never to be used for lithographic purposes.

4. The Government cannot under any circumstances consent to maintain Captain Rundall's lithographic press.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 70. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer Central Circle, in charge of the Central Office of Public Works; to J. D. BOURDILLON, Esq., Secretary to Government, dated 13th August 1859, No. 3800.

1 Original letter from the District Engineer, Nellore No. 1519, dated 12th July 1859, with
1 Enclosure.
1 Original do. from do. do. No. 1527, dated 13th July 1859.
1 do. do. from do. do. No. 1599, dated 16th July 1859.
1 do. do. from do. do. No. 1622, dated 20th July 1859, with
1 Enclosure.
1 Progress report for week ending 23rd July, dated 29th July 1859.
1 do. do. for week ending 30th July, dated 2nd August 1859.

I have the honor to submit for the information of Government, the following brief summary of the progress and state of the works connected with the Pennair annicut, prepared from weekly and special reports made by the District Engineer of Nellore, from the 11th July to the 1st instant, and which are herewith forwarded.

2. In the first place, I would bring to the notice of Government that, Captain Mullins reports an unusual fall of rain this season, particularly from the 12th to the 18th July. At one time within 24 hours, more than $6\frac{1}{2}$ inches were gauged, which being $\frac{1}{6}$th of the annual supply in one day, he considers to be a very extraordinary incident. This heavy downpour of rain has destroyed a kiln containing 45,000 bricks. The kiln was well protected by a covering, but owing to the high wind which accompanied the rain on the 12th, the covering is stated to have been blown off, and the bricks thereby injured.

	F.	I.	
12th July	[illegible]	0	Above floor of the under sluices.
"	4	8	
13th "	13	9	
14th "	8	0	
15th "	9	9	
16th "	5	0	
18th "	9	8	
	10	10	
	11	6	

3. The Pennair river is stated to have been occasionally in fresh during the last three months, one coming down in at least every 8 or 10 days, and consequently the annicut works have advanced but little. The freshes have been more frequent during the heavy rains, and it will be seen from the margin that, in some cases they have been very high. Of the 12,000 cubic yards of rough stone apron expected to be completed this year only 3,000 cubic yards, or $\frac{1}{4}$ thereof, have been thrown in. The average quantity of stone now brought down is 500 cubic yards, but Captain Mullins expects that this will be increased to 600 cubic yards before the 1st October next, with the aid of an additional dozen trucks to be obtained from the Mint,* and those now in use put in good order, and he hopes by the above date to have thrown in 9,000 cubic yards or $\frac{3}{4}$ of the estimated quantity. With respect to the foundations and brick retaining wall $\frac{1}{6}$th of the laterite work of the former, and $\frac{1}{3}$th of the latter are reported to have been completed. More than this could not have been effected on account of the freshes in the river, notwithstanding that every endeavour was made by baling and pumping to drain off the water. Nothing positive can, therefore, be anticipated, Captain Mullins states, as to the progress of the front retaining wall before the 1st October next. He observes that the whole length of the foundations can be completed without difficulty, having abundance of materials on hand, "if only the river continues as low for one month as it was this season last year;" and the foundations being once laid, the wall could be easily raised to any required height.

* Since ordered from Bezorah.

4. Captain Mullins reports that on the 20th July he was encamped on the bank of the river and observed no signs of any rapid fall, but on the contrary, appearances of fresh water coming down which would maintain the then existing level for some days to come, and under these circumstances, he thinks it very improbable that the foundations of the front retaining wall, between the centre and southern sluices, will, be commenced until after the north east monsoons; but he hopes that to the north of the centre sluices the wall will be raised to one yard above the foundations and well protected. The new work at the north end of the annicut, although covered with six inches of water during the freshes, has not suffered any injury. It is the south under sluices, Captain Mullins observes, that require attention, as they are exposed to the force of the current and only protected by a wing wall front groyne, and this he intends doing by constructing another groyne of larger dimensions in rear, in an oblique direction towards the centre of the river, when the fresh subsides.

5. Up to the 13th July the damage ascertained to have been caused by the freshes was the upsetting of one of the pumps, since which Captain Mullins reports that 486 feet of the upper line of rails have been washed away, but portions thereof with sleepers have already been recovered, and he hopes to get back for the works at least half of what was carried away. The lower line of rails which was covered with 4 or 5 feet of sand suffered no other injury besides being displaced here and there. The excavation which was made in the bed of the river for the proper depth and width of the apron was refilled, and the gravel ballasting which was thrown in at the foot of the front retaining wall, between the groynes, has been scoured out to a depth of 4 feet by the effect of the current towards the unclosed branch, which latter Captain Mullins intends remedying by lengthening the groynes. On inspecting the annicut on the 29th July, it was found that the rough stone thrown in remained quite firm, and well joined together, the crevices being filled with mud. Captain Mullins reports on the 1st instant, that the upper line of rail from the north to centre sluices was replaced, and the supply of stone to the bed of the river recommenced. The south set of under sluices has suffered no injury, and the old annicut also has suffered none from the heavy freshes.

6. The work on the quarry hill is stated to be progressing very favorably; the number of men standing steadily to 300, with the exception of a few days when there were only ⅔ds of the men at work, which was owing to the unsettled state of the weather and the encouragement given to ploughing by the abundant fall of rain. Captain Mullins reports that since the leading lines were completed up to the hill, the delivery of rough stone for the apron has been much greater than was the case a month or six weeks previously. The deposit of rough stone in the bed of the river has not increased much, which, Captain Mullins observes, cannot be expected with only a single line of railway two miles in length, and a limited number of trucks and cranes on hand; but he states that the fact of having the materials for use so easily accessible fully establishes the value of the quarry hill, and more than justifies the favorable opinion entertained of it by Colonel Cotton, when he inspected it in March last.

7. It appears to me that the state of the works is as favorable as could be expected under the circumstances of the present season, and that although the quantity to be done this year must fall considerably short of what was anticipated, yet that no material loss or injury is likely to occur.

No. 71. ORDER THEREON, 25th August 1859, No. 2033.

In this letter the Deputy Chief Engineer in charge reports the progress of the work at the Pennair annicut up to the end of July. Unseasonable rain and freshes in the river have somewhat impeded the operations, and have caused some trifling losses; and the quantity of work accomplished this year must be considerably less, it is stated, than was anticipated. The work seems to be still delayed also by the want of rails, trucks, and cranes. Colonel Lawford states his opinion in conclusion, that the progress has been as favorable as could have been expected under the circumstances, and that no material loss is likely to occur.

2. The Governor in Council is gratified to receive this assurance. The first object in connection with this work is to avoid further disaster; the second, inferior in importance to

that only, is to complete the work at an early date so as to have the annicut in full operation. His Excellency in Council relies on the Chief Engineer to give the work a full share of his attention, and to omit nothing calculated to ensure its successful completion, including an occasional visit from the Deputy Chief Engineer of the circle if he should think it expedient. A work so near at hand and so easily accessible ought to want no executive means that the Presidency affords, and ought on no account to suffer for want of skilful and judicious direction.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Read the following papers.

No. 72. From Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 25th June 1859, No. 2061.

In their Proceedings of the 28th May 1859, No. 1298, Government was pleased to sanction an estimate of Rupees (1,450) one thousand four hundred and fifty, for raising the bank of, and otherwise improving the Nursapoor Goontah, in the Anantapoor talook of the Bellary district, and further remarked in paragraph 2 of the same order, " that the tank ought to have been repaired long ago."

2. The District Engineer of Bellary, on receipt of the above order, addressed this office, stating that the Billahaul tank, entered in the Budget of 1859-60,* is precisely a similar case, and begging to be informed if that work may be proceeded with in like manner; and, further requesting permission to prepare and forward estimates for the restoration of other breached tanks in the same district, particularly the Ramandroog and Gootloor tanks, which promise to pay well if they are restored,

No. 66, dated 4th June 1859, herewith forwarded.
* Item No. 263, List No. 2.

3. As respects to the latter works, the District Engineer has been instructed to furnish estimates for entry in the Budget of 1860-61, and in regard to the Billahaul tank, I have the honor to request, that permission may be granted for the removal of the restriction on the item of Rupees (3,150) three thousand one hundred and fifty, for the repair of this work, entered in the Budget No. 2 for 1859-60, in order that it may be proceeded with forthwith.

No. 73. Official Memorandum from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of Central Office of Public Work; to J. D. BOURDILLON, Esq., Secretary to Government, dated 11th August 1859, No. 3701.

The Deputy Chief Engineer in charge of the Central Office has the honor, with reference to the Memoranda from the Secretary to Government, dated 5th* July and 9th August 1859, respectively, to forward for the information of Government, a letter received only this day from the District Engineer, Bellary, reporting that the Acting Tahsildar of the Goolliem talook states, that the Billihaul tank was breached in October 1854. Captain Fisher is, however, of opinion that it must have been seriously damaged many years ago, as the expense for restoring the tank is very great and the bund was found by him to be in a wretched state when he inspected it last year.

* Nos. 155 and 199,
1 Original letter from the District Engineer, Bellary, dated 4th August 1859, No. 145.

No. 74. ORDER THEREON, 25th August 1859, No. 2034.

It appears from the papers that there is no nunjah assessed land under the tank, though it is stated to have been breached only in 1854. This appears strange, and explanation will be called for as to when the tank really became useless. A more full and detailed statement of the revenue to be expected if the tank is restored, will also be necessary before the Government can sanction the execution of the work; it should be stated, in particular, whether the bed of the tank is now cultivated and to what extent, and what is the revenue thence derived.

2. More accurate detail is also necessary respecting the present state of the tank, and of the works required for its efficient restoration ; and the District Engineer must state distinctly that he considers his estimates to provide for everything necessary, so that the Government will not hereafter be called on for other supplementary works.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 75. Proceedings of the Madras Government, dated 25th August 1859, No. 2035.

The Government resolve to communicate the following despatch from the Home Government to the Chief Engineer and to the Superintendent of Marine for their information and guidance respectively.

His Excellency the Honorable the Governor in Council, Fort Saint George, dated India Office, London, 21st July 1859, No. 14.

In compliance with the indent for certain articles required for the Bezoarah workshop, transmitted with your letter No. 19 of the 3rd August last, there have been shipped for your Presidency a number of files and sledge hammers, and a portable fire engine, on board the "Southern Cross" and three anvils on board the "Sea Park."

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 76. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer ; to J. D. BOURDILLON, Esq., Secretary to Government, dated 20th August 1859, No. 4021.

In acknowledging the receipt of Extract from orders of Government, No. 1844 of the 1st instant, on the subject of accidents to certain rotatory pumps in use with the Garrison Engineer's department, I have now the honor to supply the information called for in Official Memorandum,* from Secretary to Government on the subject, and which I much regret had been lost sight of.

* No. 20, 1st April 1859.

2. The pumps in question were two of six received in 1857 by the Ship "Akbar," on indent from the late Military Board on the Home Government, as an experimental measure.

3. The Inspector General of Ordnance states they are patented by Messrs. Gwynne & Co., but it does not appear in any correspondence by whom they were supplied.

4. The same authority states that as far as they have been tried by the Ordnance department, they have not answered expectation, and one sent to the Gun Carriage Manufactory was pronounced defective in material and construction.

5. The Acting Garrison Engineer reports that both the rotatory pumps in use in his department have been repaired several times, and when repaired work badly, they are both at present in working order. The Garrison Engineer and Mechanical Engineer under his orders attribute the accidents to the pumps chiefly to the iron of which the inner cylinder is made not being of sufficient thickness.

No. 77. ORDER THEREON, 25th August 1859, No. 2036.

Ordered to be brought to the notice of the Home Government with reference to paragraph 7 of the despatch dated 9th instant No. 34.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 78. Read the following letter from H. YOUNG, Esq., Secretary to the Government of Bombay; to J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George, dated Bombay Castle, 9th August 1859, No. 2089.

With reference to your letter, No. 1294, dated 21st May last and accompaniments, relative to the supposed injury to the Tuddry harbour from the sea wall near the pier and screw godowns belonging to Messrs. Brice & Co., I am directed by the Right Honorable the Governor in Council to forward copy of a letter from the Commander-in-Chief of the Indian Navy, No. 680, dated 6th July 1859.

2. The plan of the harbour received with your letter above quoted, is herewith returned.

To the Right Honorable Lord ELPHINSTONE, G. C. B., G. C. H., Governor and President in Council, dated Bombay, 6th July 1859, No. 680.

My Lord,

In acknowledging the receipt of Mr. Chief Secretary Young's letter, No. 1671, dated the 24th ultimo, with its accompaniments, and in returning the plan of the harbour of Tuddry, shewing the position of the sea wall, I would beg to point out the very curious way in which the remarks which I made in the 5th paragraph of my letter, No. 14 of 6th January last, have been treated in succession by the officers of the Madras Government, to whom the subject was referred.

2nd. Every fact I therein stated is corroborated by each of the parties, Messrs. Brice & Co., Lieutenant Hunter, W. Fisher, Esq., and Lieutenant-Colonel Bell, with one exception, viz., that the sea wall alluded to is being lengthened, it appears not by the District Engineer, but by Messrs. Brice & Co., a circumstance which in my opinion makes the transaction only the more questionable, and the more necessary that the Government should have been made aware of what its effect had been.

3rd. It is quite evident that Messrs. Brice & Co. have been permitted to carry on these works with regard only to their own interests, and without any reference to their effect, whether for good or ill, upon the general interests of the port. I offered no opinion, however, upon the propriety of what had been done, I simply reported the effect which the sea wall had produced, and which seems to have been unknown to the Collector of Canara, and I presume also to the Chief Engineer of Government, and in doing so, I ventured to point out the great caution that is necessary in dealing with a tidal stream, and in interfering with the natural ebb and the flow of its water.

4th. It is, therefore, with no small surprise that I have read this correspondence, wherein Lieutenant Hunter, the District Engineer states that, "on all material points, I seem to have been altogether misinformed." Mr. Fisher repeats the same words, and acknowledging that, "he learns with astonishment that there are only two feet water at the end of Messrs. Brice & Co.'s pier, where there used to be twenty," alludes to a supposition on my part that this sea wall was carried on in spite of some protest, and states that he knows that the Department Public Works are not at fault, and believes the information given to me to be altogether worthless. The Chief Engineer in forwarding the correspondence from the Collector of Canara, the District Engineer, and Messrs. Brice & Co., sums them up as explaining that it was apparently under erroneous information that the Commander-in-Chief of the Indian Navy reported that the sea wall lately erected in that harbour had done much injury, &c.

5th. I am utterly at a loss to understand how by any possible construction the words I used can be made to bear any such interpretation. Lieutenant Hunter admits that he believes it to be a fact that the effect of this sea wall has been to shoal the water in front of Messrs. Brice's pier, which is all I stated.

6th. I drew from that circumstance the conclusion that great care was necessary there, and I must confess, that I felt that I might be considered as almost impertinent in hinting even such a caution, when every Englishman at least knows how deeply important a necessity is the study

of every peculiarity of the waters of a port, before the most trifling alteration is permitted which will affect the ebb and flow of tide, or the depth of water in any part of it

(Signed) G. G. WELLESLEY,
Commander-in-Chief, I. N.

To accompany Bombay Government letter, Public Works Department, No. 2089, dated 9th August 1859.

(Signed) H. YOUNG,
Chief Secretary to Government.

No. 79. ORDER THEREON, 25th August 1859, No. 2037.

Ordered to be communicated to the Chief Engineer who will furnish the District Engineer of Canara with such instructions on the subject as he may consider proper.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 80. Read the following Proceedings of the Madras Government in the Ecclesiastical Department, dated 20th August 1859, No. 290.

Communicating a letter from the Adjutant General of the Army about the number of Protestants and Roman Catholics in the 3rd Madras European Regiment. } (Vide Ecclesiastical Proceedings from 20th to 26th August 1859, Nos. 1-2.)

No. 81. ORDER THEREON, 25th August 1859, No. 2038.

Communicated to the Chief Engineer for information and guidance, in continuation of order dated 22nd instant No. 2009.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 82. Read the following Proceedings of the Madras Government in the Financial Department, dated 20th August 1859, No. 466.

Communicating an Extract from a Despatch from the Secretary of State respecting privilege leave to military officers in civil employ. } (Vide Financial Proceedings from 20th to 26th August 1859, Nos. 1-2.)

No. 83. ORDER THEREON, 25th August 1859, No. 2039.

Communicated to the Chief Engineer and Civil Auditor.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 84. Read the following letter from Lieutenant-Colonel H. YULE, Secretary to the Government of India; to J. D. BOURDILLON, Esq., Secretary to the Government of Madras, dated Fort William, 6th August 1859, No. 5334.

I am directed to acknowledge the receipt of your letter No. 1755, dated 22nd ultimo, and in reply to refer you to paragraphs 18 to 22, and paragraph 34 of the letter from this Department, No. 5136 of the 30th ultimo.

2. At the same time, I am to observe that the two projects might properly appear as one, in the Budget for 1860-61; the estimated cost being put down at Rupees 1,28,386 + 1,66,000 = Rupees 2,94,886. Should, however, the Madras Government consider it desirable to keep the projects separate, the saving (Rupees 20,911) should be shewn in the old not the new project.

No. 85. ORDER THEREON, 26th August 1859, No. 2040.

Communicated to the Chief Engineer with reference to his letter dated 8th June 1859, No. 1377, and the Proceedings of Government dated 18th August 1859, No. 1975, paragraph 6.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 86. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge of the Central Office of Public Works; to J. D. BOURDILLON, Esq., Secretary to Government, dated 8th August 1859, No. 3597.

With reference to paragraph 2 of the Proceedings of Government, No. 1149, dated 13th May last, I have the honor to forward herewith, in original, two letters from the District Engineers of North Arcot and Chingleput, explaining the cause of the decrease in the traffic at Wochary during the first six months of 1858-59, as compared with that in the months of March and April 1857, and the increase at Arcot and Poonamallee.

1 Letter from District Engineer, North Arcot, No. 422, dated 9th July 1859.
1 Do. from District Engineer, Chingleput, No. 514, dated 30th July 1859.

2. Captain Prendergast states that on enquiries made by him on the subject, it appears possible that the 2nd European Regiment with their families passed the Wochary station in 1857, on the day the traffic was taken, and thus he accounts for the decrease noticed by Government in the first half of the year 1858-59. The cause of the increase of traffic at Arcot, Captain Prendergast attributes to the preference given to the Railway, rather than to the trunk road.

3. With regard to the increase at Poonamallee, Captain Moberly thinks it objectionable to make a comparison between the returns of the first six months in 1858-59, and those of March and April 1857, as it would appear that the traffic during the latter period was smaller than usual, and that if the average of the years 1856-1857 and 1857-58 had been compared together, there would only be an increase of about 7 per cent., instead of 16 as supposed by Government.

4. The District Engineers of Chingleput and North Arcot have been instructed to forward accurate returns of traffic taken on stated points of the trunk road, and so soon as received they will be submitted to Government.

No. 87. ORDER THEREON, 26th August 1859, No. 2041.

In their Proceedings dated 20th instant No. 2005, the Government have ordered the discontinuance of the traffic returns on trunk road No. 1 and no order is necessary on the present letter. The Chief Engineer will be requested to report whether any and what reduction of establishment is practicable in consequence of the abolition of these returns.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 88. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of the Central Office; to J. D. BOURDILLON, Esq., Secretary to Government, dated 10th August 1859, No. 3682.

No. 1507 dated 18th June 1859.
1 Original letter No. 547, dated 4th August 1859, from the District Engineer, Chingleput.
1 Copy of a letter No. 116, dated 3rd August 1859, from Superintendent of toll collections with 2 enclosures.

With reference to the 4th paragraph of the Proceedings of Government marginally noted, I have the honor to forward for their information, an original letter from the District Engineer Chingleput, giving cover to a copy of one from the Superintendent of toll collections, explaining the cause of the omission to levy the toll *daily* on the boats of the Municipal Commissioners.

2. I beg to state that, as it was the practice with the Superintendent of toll collections to adjust the toll accounts with boats conveying salt, shells, &c., on account of Government,

periodically, he thought that no objection would be taken to his dealing similarly with the Municipal authorities, under the impression that they formed one of the public departments of the State. The Government will notice from Captain Moberly's letter, that the Superintendent has been directed to discontinue the practice, which has been found to entail additional labor.

No. 89. ORDER THEREON, 26th August 1859, No. 2042.

Mr. Rozario will be informed that the Government do not consider his explanation to be satisfactory, as to his long delay to make a demand of the toll due under the rules on the boats of the Municipal Commissioners. The arrears of toll will now be adjusted at the rate finally settled in the order of July 11th 1859 No. 1679.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 90. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer Centre Circle, in charge Central Office; to J. D. BOURDILLON, Esq., Secretary to Government, dated 5th August 1859, No. 3508.

1 Letter from Acting District Engineer Ganjam, dated 14th July 1859, No. 108.
1 Do. from do. dated 27th June 1858, No. 89 with 2 plans.
* Paragraph 8.
Dated 14th July 1859, No. 108.

Referring to the observations contained in a despatch* from the Home Government, communicated with the Proceedings of Government, dated 29th ultimo, No. 1593, on the subject of the neglected state of the road between Koinjúru and Sohnpoor, I have the honor to forward herewith a letter received from the Acting District Engineer of Ganjam, from which it will be observed that the road in question is under the Government of India, and under the immediate control of the superintendent of tributary Mehals, Cuttack. Captain Harington further states, that he has heard that this road was never more than a mere bullock track, and has never been practicable for carts; but that notwithstanding, it has become a Brinjarry line and has had no small effect on the civilization of the tribes residing in the neighbourhood.

2. In his letter above quoted, the Secretary of State, referring to the road between Russelcondah and Koinjúru, states that the second line adopted " has, it seems, been found to have been as ill selected as the first, and after an expenditure of 20,000 Rupees, on the two, a great part of it is in turn to be abandoned in favor of a third."

3. It would appear, however, that the report of the District Engineer, contained in his letter of 27th June 1858, No. 89, which it is presumed is that referred to by the Secretary of State, has in some measure been misunderstood, inasmuch as the greater part of the outlay on the 2nd line from Russelcondah to Durpenghia, has been on that portion of the road which is common to both the 2nd and 3rd lines, viz., between Russelcondah and Mojogodoo (vide paragraph 3 of the above letter) so that very little has been lost by the change of the line to Doorgapersaud.

4. The operations on the new line Captain Harington states, have been remarkably successful, and indeed, more so than he had ever anticipated. An excellent cart road has been made for 8 miles from Russelcondah to Mojogodoo, with 2 fine pile bridges over deep jungle ravines, and 5 strong timber bridges over miner streams: a clearance, 6 yards wide, has also been made for 8 miles further to Doorgapersaud, at foot of the ghât, and for from 6 to 4 yards wide up the ghât itself to Kalinghia, giving a total length of 21 miles, which has been cleared, levelled and partly bridged, through a dense and unhealthy jungle at a cost of Rupees 10,305, or Rupees 491 per mile. Captain Harington adds, that a good tiled choultry and a brick well have been constrcuted for the use of the Khonds, Brinjarries, and all native travellers, the former at a cost of Rupees 830, and the latter of Rupees 114.

5. The Acting District Engineer reports, that plans and estimates for a cort road from Mojogodoo, viâ Doorgapersaud and the Kalinghia ghât to Sankarabol, the frontier village of the Madras territory, en route to Sonepore, are under preparation and will shortly be submitted. In explanation of the advisability of carrying the line to Sankarabol, which is about 4 miles north of Koinjúru, instead of to Koinjúru itself, he remarks, that the necessity of crossing a wide river twice would thereby be avoided. Reserving further observations on this line, until the estimate is ready for submission, he states, that Mr. Cockburn superintendent of the Mehals, is most anxious that the line should be extended to Sonepore, and is prepared to recommend the project to the Supreme Government, which recommendation he hopes will be supported by the Madras Government.

6. As regards the measures taken for improving the sanitory condition of the town of Berhampore, referred to in paragraphs 11 and 12 of the despatch of the Home Government under consideration, the District Engineer reports that an excellent road was completed outside the town in question, on the 30th ultimo, and that Captain Phillipps is now employed in the sanctioned work of raising and draining the streets, and from recent personal inspection of the work in progress, Captain Harington is of opinion that very great improvements have been effected.

No. 91. ORDER THEREON, 26th August 1859, No. 2043.

Ordered to be forwarded to the Home Government with reference to their Public Works Despatch dated 6th May 1859 No. 7. A copy of the transmitting letter will be communicated to the Chief Engineer for his information and that of the District Engineer.

2. The Chief Engineer will be pleased to cause copies of each of the two sketch maps to be prepared without delay, for transmission to the Home authorities and to the Government of India.

3. The Governor in Council will be prepared to give consideration to the promised estimate for the road to Sankarabol; it should be for a second class road only.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 92. Ordered in consequence that the following letter be despatched.

From J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George; to Lieutenant-Colonel H. YULE, Secretary to the Government of India, Public Works Department, dated 26th August 1859, No. 2044.

With reference to paragraphs 5 to 8 of a despatch in the Public Works Department from the Home Government dated 6th May No. 7, I am directed by the Honorable the Governor in Council to forward the correspondence noted in the margin respecting the road from Russelcondah to Koinjúru, in the District of Ganjam, for the formation of which an estimate of Rupees 28,700 was sanctioned by the Government on the 15th November 1853.

From the Deputy Chief Engineer in charge of Central Office 5th August 1859, No. 5508.
From the District Engineer of Ganjam 27th June 1858.
From the Acting District Engineer 14th July 1859.
Two sketch maps.

2. The Home Government remarks on two points in connection with this line; first, on the waste of money and unsatisfactory nature of the proceedings taken for opening the road to Koinjúru; secondly, on the neglect into which the cart road beyond that point to Sohnpoor had been allowed to fall.

3. As respects the first point, we have explained to the Home Government that little or none of the outlay on the second line chosen has been lost; and we have pointed out the difficulties under which Engineer officers work in such unhealthy localities, and the forbearance proper to be shewn to them on that account.

4. As respects the second point it has been explained that the country beyond Koinjúru is not under this Government, and that the road thence to Sohnpoor has never been more than a bullock track. I am now directed to represent to the Governor General in Council that this Government is of opinion that the completion of the through road to Sohnpoor is of much importance to the settlement and civilization of the wild tract through which it will pass. The District Engineer has promised shortly to submit plans and estimates for a cart road to the frontier village of Sankarabol which he proposes to substitute for Koinjúru, and the Governor in Council will on receipt take them into immediate consideration; but in the mean time he would submit to the Government of India the expediency of authorizing the continuation of the road beyond the Madras frontier to Sohnpoor as a second class road. The District Engineer will be instructed to limit his estimate for the road within Ganjam to that description only.

Read the following papers.

No. 93. Proceedings of the Madras Government in the Military Department, dated 10th August 1859, No. 2849.

Requesting to forward to the Government of India the revised plan and estimate of the proposed arrangement of the lines at Landon's gardens. } (Vide Military Proceedings from 6th to 12th August 1859, Nos. 80 at 82.)

No. 94. From Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 23rd August 1859, No. 4103.

In acknowledging the receipt of your Memorandum No. 211, dated 13th instant, I have the honor to state, that the sum of Rupees 14,119, entered in the Garrison Engineer's letter, No. 274, dated 13th ultimo, as well as the grand total Rupees 1,72,135 are incorrect, the proper amounts being Rupees 14,160 and Rupees 1,72,179, respectively.

2. I would also beg to observe, that in submitting with my letter, No. 3058, dated 25th ultimo, the estimate amounting to Rupees 1,72,179, it was not my intention to recommend the same for sanction, but simply to obtain the orders of Government in regard to the arrangement and proposed model houses.

3. A complete estimate for the lines including the hospital and other buildings omitted from the one now before Government will be forwarded as soon as possible.

No. 95. ORDER THEREON, 26th August 1859, No. 2045.

Ordered to be referred to the Military Department for consideration with reference to Proceedings in that Department dated 10th instant, also recorded above.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Read again letter from the Chief Engineer, dated 10th and recorded in Diary to Consultation, 22nd March 1859, No. 658.

Read also the following letters.

No. 96. From G. L. PRENDERGAST, Esq., Accountant General; to J. D. BOURDILLON, Esq., Secretary to Government, dated 8th April 1859, No. 454.

1. I have the honor to acknowledge the receipt of Extract Minutes of Consultation, dated the 21st ultimo, No. 658, referring for my report, the rules submitted by the Chief Engineer regarding the custody, &c., of Government Promissory Notes or cash obtained from members of the Public Works Department, *not* in the *military* service or under covenant to Government.

2. The rules recommended by the Chief Engineer for the sanction of Government, as contained in his letter to Government, dated the 10th March 1859, No. 8490 are, as he states, in accordance with those laid down in sections 2 and 3, chapter 17, of the Bengal code of Public Works, and I see no objection to the Government sanctioning them. But to follow the practice prevalent at this Presidency in respect to taking securities, the Chief Engineer, as the head of the Department of Public Works, would be the proper officer to whom the Promissory Notes should be transferred. Unless, with reference to section 2 of the code above adverted to, Government are of opinion that the Government Promissory Notes must be endorsed to the Sub-Treasurer, as the officer in whose custody they are to be lodged, I think that they should be endorsed over to the Chief Engineer for the time being or order, and that, having lodged them with the Sub-Treasurer, the Chief Engineer should draw the interest from time to time, just as the Secretary to the Court of Wards draws the interest on notes in his name, lodged in the General Treasury, and remit the amount to the parties who are entitled to receive the amounts of interest. The Sub-Treasurer may grant him bills, free of fees, on the Collectors of the districts where the parties concerned are on duty.

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No. 97. From J. D. SIM, Esq., Secretary to the Board of Revenue; to J. D. BOURDILLON, Esq., Secretary to Government, dated 11th August 1859, No. 3119.

With reference to Extract Minutes Consultation 21st March last, No. 658, P. W. D., Public, I am directed to state that the only suggestion the Board have to offer is, that Cash or Promissory Notes deposited as security by members of the P. W. D., should be lodged in the Collectorate Treasuries, instead of being sent to the General Treasury at Madras. This arrangement would save the risks of transit, and be generally more convenient to the owners of the deposits, who could recover them without delay in the event of their quitting the district, &c. The Accountant General can have no difficulty in arranging for the payment of interest from time to time by the Collector.

In Con. 23rd March 1859, No. 1228.

2. The Board much regret the delay in this reply, which was owing to the fact of their opinion as well as the Accountant General's being required, having been unaccountably overlooked on receipt of the Extract.

No. 98. ORDER THEREON, 26th August 1859, No. 2046.

These papers relate to the custody of the Promissory Notes or cash which may be tendered as security by members of the Public Works Department. The Chief Engineer proposes to deposit them in the General Treasury at Fort St. George, duly transferred to the Sub-Treasurer who, he adds, should have power to grant drafts on the Provincial Treasuries in payment of interest. The Accountant General thinks that the Chief Engineer is the proper person in whose name the transfer should stand though the notes may be lodged with the Sub-Treasurer. The Board of Revenue suggest that the securities should be lodged in the Collector's Treasury to save the risk of transit and avoid inconvenience to the owners when they leave the districts. This last plan appears decidedly the best and the Government resolve to adopt it. The endorsements will be to the District Engineer of the district for the time being, who will draw the interest from the Collector and pay it to the proper parties. The Accountant General will be good enough to issue detailed instructions as to how this is to be done.

2. The Chief Engineer's other proposal viz. "to permit" at his discretion "the security to be paid up by instalments from salary so that the whole be lodged within twelve months" is approved. The money when fully received should if sufficiently large, be invested in Government paper with the concurrence of the owner, the interest being paid to him. The retention of cash in deposit for an indefinite period on account of these securities should be allowed only when unavoidable.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 99. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge of Central Office of P. W.; to J. D. BOURDILLON, Esq., Secretary to Government, dated 9th August 1859, No. 3662.

Dated 29th June 1859, No. 52.

Dated 17th March 1858, No. 479, 26th April 1858, No. 775.

I have the honor to forward the accompanying letter from the District Engineer of South Arcot, suggesting that the Memorandum of agreement and bond of indemnity, the forms for which were furnished with the orders of Government noted in the margin, may be printed at Madras on stamped paper or that the forms be stamped after they are printed, and that alterations in strictly legal phraseology may be made in these documents, to suit the change in the government of this country.

In E. M. C. No. 2309, dated 3rd Nov. 1858.

2. With regard to the necessity of writing out these documents on stamp paper, it is perhaps immaterial whether it takes one or more stamp papers, as Government have ordered their supply gratis; and although it may be desirable to have them always ready at hand in print, that the time which they occupy in writing may be saved, yet I am not aware how far it will be proper or admissible in law to have them printed on stamp paper, or to attach the stamp after they are printed; and I therefore submit the matter for the orders of Government.

3. As to the alteration required in the forms to suit the change of government, I have the honor to request that the necessary measures may be adopted to have the needful done by the proper Law officers of Government.

No. 100. ORDER THEREON, 26th August 1859, No. 2047.

From Government of India, dated 30th November 1857 No. 5763, and 6th March and 22nd September 1858 Nos. 1258 and 4595.

The Governor in Council resolves to postpone the consideration of the question raised in the papers submitted by the Deputy Chief Engineer in charge of the Central office respecting the execution of security bonds on stampt paper till the bill on the subject of stamp duties now before the Legislative Council shall be disposed of. Meanwhile the papers will be referred to the Government Solicitor in order that he may report what alterations are necessary in the forms of the bond and agreement furnished by the Government of India, in consequence of the recent change in the Government. The papers noted in the margin will be furnished to Mr. Boyson.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 101 Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 19th August 1859, No. 3998.

* To	Government	7th	July 1859,	No.	2494.
To	do.	13th	do.	,,	2672.
From	do.	15th	do.	,,	1718.
To	do.	4th	August	,,	3455.

1 Letter from District Engineer of Ganjam, with its enclosure, dated 1st August 1859.
1 Do. from Court of Wards, dated 23rd July 1859.

Referring to the correspondence noted in the margin,* I have the honor to submit a statement received from the Acting District Engineer of Ganjam, shewing the principal roads and irrigation works in the Kimedy estate on which expenditure is necessary.

2. It will be observed, that the further expenditure on roads is estimated at Rupees 85,380, but as the requirements of the estate in question become better known than they now are, it is anticipated that a few other useful lines will suggest themselves, and Captain Harington is of opinion that, as originally computed by him, at least a lac of Rupees will have to be expended on communications.

3. The cost of irrigation works is estimated at Rupees 36,400, but besides those provided for in the statement accompanying this letter, it is stated that there are many works which

require improvement and repair, and it is expected that Rupees 20,000 will have to be spent each year, for three years on such works.

4. As the papers now submitted meet the requisition contained in paragraph 21 of Extract Minutes of Consultation of the 24th November 1857, No. 2167, I beg in reference to the enquiry made therein as to what funds are available from the estate, for the prosecution of the proposed works, to submit a letter received from the Secretary to the Court of Wards, intimating that the surplus revenue of the above estate invested in Government Promissory Notes, which cannot, however, be realized at present except at a great loss, amounts to Rupees 9,53,600. The Court of Wards are of opinion that the receipts of the estate afford ample funds for improvements, and that special attention should be paid to directly remunerative works, such as channels, tanks, &c. They add that the great difficulty hitherto in the way of prosecuting the desired improvements has been the want of superintendence; but this difficulty will be removed if the measures proposed by Captain Harington, and which have already been recommended for favorable consideration, in letter No. 3455, dated 4th instant, are sanctioned.

No. 102. ORDER THEREON, 26th August 1859, No. 2048.

Referred to the Board of Revenue with reference to the Proceedings of Government noted in the margin.*

* 24th November 1857, No. 2167, paragraphs 20 and 21.
15th July 1859, No. 1718.
12th August ,, ,, 1931.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 103. Read the following letter from WILLIAM CHARLES GIBSON, Esq., Colonial Secretary at Colombo; to the Chief Secretary to the Government of Fort Saint George, dated Colombo, August 15th 1859, No. 48.

With reference to Sir C. J. MacCarthy's letters, Nos. 67, 69 and 71 of the 1st, 8th and 11th September last, I am directed to transmit to you copy of one from Captain Phillpotts, and to request you will, with the sanction of the Right Hon'ble the Governor of Madras in Council, furnish the explanation required.

Letter from Captain W. PHILLPOTTS, R. E.; to the Honorable the Colonial Secretary, Colomo, dated Errecamam Villoo, Batticaloa, 22nd July 1859, No. 106.

The well-sinkers who were employed here in 1858, and who have now returned for work, have complained to me, that the money remitted on account of their families has not all been paid, and that there still remains £1-10 due to the families of each of the 30, who were here last year.

These men were engaged from 17th May 1858, the date of their leaving Negapatam, to 23rd August, a period of $3\frac{1}{3}$ months. The first month's pay was paid in full as an advance before their embarkation. For the remaining $2\frac{1}{3}$ months I was, in accordance with an arrangement that was made in India, directed by you to remit to the Hon'ble the Treasurer £1-10 per month per man, to be sent to Madras on account of the men's families. I was also directed to forward, through you, a nominal list every month, shewing the amount remitted on account of each man.

The first month's remittance due to them, that is, from 18th June to 17th July 1858, amounting to £45, was sent by me in a draft to the Hon'ble the Treasurer with my letter, No. 80, dated 14th August, which draft also included the remittances to the bricklayers, the nominal list for that month was sent to you with my letter, No. 58, dated 21st July 1858.

The 2nd month's remittance, that is, from 18th July to 17th August 1858, of the same amount, was sent in a similar manner to the Hon'ble the Treasurer, with my letter to him, No. 85 of 23rd August 1858, the nominal list for that month was enclosed in my letter to you, No. 65 of 23rd August. The third and last family remittance, for one-fifth of a month, from 18th to 23rd August 1858, at which date their pay ceased, amounting to £9, being, at the rate of 6 for each of the 30 men, was sent to the Treasurer with my letter to him, No. 89 of 30th August, and on the same date, I forwarded to you the nominal list in my letter, No. 66. I sent, therefore, for each man $2\frac{1}{5}$ months £3-6, making a total of £99 of this, the men who have lately returned here to work, complain to me that they have only received £1-16 each or £54 in all, and that there is a balance of £1-10 due each man, making the total remaining unpaid £45.

I therefore beg to take the liberty to suggest the desirability of communicating with the Madras Government on this subject, to ascertain if the above amount of £45 has been paid, and if not, to request that arrangements be at once made for settling the claim, I must also venture to ask for a reply which I can communicate to the men, at present 30 of them assert that there is £1-10 due on account of last year, they ask me for the payment of it, whereas all I can tell them is, that I believe it to have been remitted to their families; they say their families never received it, and wish to know to whom they are to look for payment.

No. 104. ORDER THEREON, 26th August 1859, No. 2049.

Referred to the Chief Engineer with the request that he will furnish the explanation asked for, without delay.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Read the following letters.

No. 105. From Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, in charge of Central Office P. W., to J. D. BOURDILLON, Esq., Secretary to Government, dated 4th August 1859, No. 3453.

Referring to paragraph 3 of the Proceedings of Government, dated 5th May last, No. 1061, I have the honor to submit herewith the required report on the Aska and Berhampore road, received from the Acting District Engineer of Ganjam.

1 Letter from the Collector of Ganjam, dated 12th July 1859, No. 165, with its enclosure.

2. Captain Harington reports his having inspected the entire line of road, which he states is in very good condition, completely bridged and metalled, with avenues of trees planted for some miles.

3. It will be observed that the District Engineer is adverse to the levy of a toll on this road in consequence of the operation of the new tariff Act. Each bag of rice pays at present an export duty of four annas, and as a cart can take eight bags, a direct duty of two Rupees is realized for each cart load. On oil seeds which are very much in demand, a duty is levied of nearly three annas per bag, and Captain Harington considers that nothing more need be demanded, and that any restriction on traffic would be most unwise.

4. The duty collected on exports at Gopalpore was as follows:—

	Rs.
In 1855-56...	11,508
1856-57.	9,239
1857-58...	20,496

and the District Engineer anticipates that the amount of duty will be doubled at the present rates of export duty.

5. The traffic on the road under consideration has been taken for a few days lately, and has averaged 513 carts a day. On examination of the returns of traffic for 1857 and part of 1858, it has been found that the traffic then averaged 462 carts per day. The traffic of sugar on this road, which is not supposed to exceed 4000 carts, is stated to be not so considerable as that of rice, salt, oil seeds, &c. &c., and though no export duty is levied on sugar, yet the District Engineer draws attention to the fact of the heavy import duty to which it is subject in England, viz., from 12 to 18 shillings per cart.

6. Captain Harington states that the Aska and Berhampore road is the main line used by carts taking salt from the pans into the interior, as well as to Russelcondah and Nagpore, and on the ground of the trade in salt being highly remunerative to Government, he urges that it would be impolitic to tax its transport.

7. The allowance sanctioned by Government for the maintenance of the above road is Rupees 3,000, or 120 Rupees per mile, which the District Engineer considers small in comparison with the heavy traffic on it.

8. The Collector of Ganjam perfectly agrees with the District Engineer in the inexpediency of establishing tolls on the Aska and Berhampore road, but while the latter officer founds his objection mainly on the present increased rates of duty levied on goods brought from the interior to the coast for exportation, the former grounds it chiefly on the inexpediency and unfairness of making an isolated experiment of the kind, adding, however, that it seems useless to discuss the justice of either opinion, inasmuch as Government have it in contemplation to dispose of the subject on general principles.

9. Captain Harington in conclusion observes that within the last four years something has been done to alleviated the wants of the Ganjam District, as respects good cheap cart roads leading from the interior to the coast, but that still very much is needed to develope its resources, as tracts of rich country are without roads and bridges, the outlay on which would in a short space of time be covered, and the interests both of Government and the people additionally benefited.

No. 106. From Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 19th August 1859, No. 3997.

In continuation of Lieutenant-Colonel Lawford's letter of the 4th instant, No. 3453, I have the honor to forward herewith a letter received from the Collector of Ganjam, reporting that the road from Aska to Gopalpore, viâ Berhampore, was in perfect order when he last traversed it, six months ago, and that he drove a buggy the whole way with as much safety as along the Mount road at Madras.

Letter from Collector of Ganjam, dated 3 d. August 1859, No. 190.

No. 107. ORDER THEREON, 26th August 1859, No. 2050.

Adverting to the remarks* of the Secretary of State on the condition of the road between Aska and Berhampore, the Deputy Chief Engineer in charge of the Central Office forwards the report of the Acting District Engineer of Ganjam, to the effect that having inspected the entire line of road, he found it in very good condition, completely bridged and metalled, and planted with avenues of trees for some miles. The Collector states in his letter enclosed in that from the Chief Engineer, that he lately drove a buggy the whole way with as much safety as along the Mount road at Madras. These reports on the state of the road are very satisfactory.

* P. W. Dispatch, 16th February, No. 3 of 1859.

2. Adverting also to the further remark of the Secretary of State, that the maintenance of the road might be covered by a moderate toll on the numerous carts annually passing between the sugar factory at Aska and the coast, the Government do not consider it expedient to impose any toll on this road not only because, as already † declared, they deem it unadvisable to levy tolls in general on roads in this country, but also for the reasons specially stated in this case by the District Engineer, and quoted in paragraphs 3 to 6 of Colonel Lawford's letter.

† Government order, 1st June 1859, No. 1344, paragraph 6.

3. If the maintenance allowance of 3,000 Rupees sanctioned for this road on the 24th June 1857 is insufficient with reference to the traffic, Government will be prepared to give consideration to any proposition for increasing the allowance, supported by statements of traffic and of the data of the estimate.

No. 183.

4. With reference to paragraph 9 of the Chief Engineer's letter, the Government will also be prepared to give attention to well considered proposals for road improvements, calculated to aid the development of the resources of the Ganjam district.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 108. Read the following letter from Lieutenant-Colonel E. LAWFORD, Deputy Chief Engineer, Central Circle, in charge of Central Office; to J. D. BOURDILLON, Esq., Secretary to Government, dated 13th August 1859, No. 3819.

Referring to the Proceedings of Government, dated 6th instant, No. 1892, I have the honor to explain that it was considered unnecessary when submitting the revised plan and estimate of Rupees 8,600, for a bridge across the Tummilair at Gootiapaudoo, in the Tirwoor talook of the Masulipatam district, to furnish any information as to the nature of the road on which the bridge is to be constructed, and the quantity of traffic on it, as Government in paragraph 17 of Extract Minutes Consultation of the 19th November 1857, No. 2128, had themselves observed that "the river being rapid while in flood, and its banks steep and high, should certainly be "bridged, for the convenience of the extensive traffic passing over it."

2. It would thus seem that independent of the other considerations on which the estimate was recommended for sanction, and which were acquiesced in by the Government, the large traffic on the road was also admitted at the time when the revised estimate for the bridge was called for. As it appears, however, that no statement of traffic accompanied the report Q. Q. on the original estimate for the work, I have requested Captain Rundall to furnish the particulars of information required in the Proceedings of Government under acknowledgment, and the same will be submitted to Government on receipt.

No. 109. ORDER THEREON, 26th August 1859, No. 2051.

Ordered that the foregoing letter be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 110. Read the following Proceedings of the Madras Government in the Financial Department, dated 18th August 1859, No. 460.

Communicating an Extract Proceedings of the Government of India, dated 20th June 1859, No. 6044, on the subject of Pensions to the widows and children of Police men killed in execution of their duties. } (Vide Financial Proceedings from 13th to 19th August 1859, Nos. 13-14.)

No. 111. ORDER THEREON, 26th August 1859, No. 2052.

Ordered that the foregoing Proceedings be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 112. Read the following Proceedings of the Madras Government in the Military Department, dated 19th August 1859, No. 2944.

Stating that there is no objection to the employment of Lieutenant Trail on the Fortifications. } (Vide Military Proceedings from 13th to 19th August 1859, Nos. 106 @ 108.)

No. 113. ORDER THEREON, 26th August 1859, No. 2053.

Ordered that the foregoing Proceedings be recorded.

(Signed) J. D. BOURDILLON,
Secretary to Government.